NYCEDC PROPOSAL RANKING SUMMARY ROUND 1

Project Number 6154

Project Name Citywide Ferry System Operator Request for Proposal

Consultant	Total Score
Comprehensive - Hornblower	678.50
Comprehensive - NY Waterway	596.83

Project Number	6154	Project Name Citywide Ferry System Operator Request for Proposal
Date		Evaluator's Name

Consultant	Possible Points	RS WS		Consultant's Project Team Qualifications and demonstration of its understanding of the Project 20 15		Cons demons Quality o			E Plan 5 WS 12.00	Consultant's proposed fee and cost schedules (Formula) 20 WS 20.00	Total Score (Must equal 100) 100
NY Waterway		7.00	14.00	8.00	12.00	7.00	24.00	8.00	12.00	14.48	73.48
		7.00	0.00		0.00	7.00	0.00	0.00	0.00		0.00
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Project Number	6154	Project Name Citywide Ferry System Operator Request for Proposal
Date		Evaluator's Name

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Consultant Possible Points	Quality of Consultant's Proposal and demonstration of its understanding of the Project		Qualifica Experie Passen Sei	Project Team Qualifications and Experience with Passenger Ferry Service 15		Consultant's demonstration of Quality of Service 30		E Plan	Consultant's proposed fee and cost schedules (Formula)	Total Score (Must equal 100) 100
Hornblower	RS 7.00	WS 14.00	RS 8.00	WS 12.00	RS 9.00	WS 27.00	RS 8.00	WS 12.00	20.00	85.00
NY Waterway	8.00	16.00	9.00	13.50	8.00	24.00	8.00	12.00	14.48	79.98
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Project Number	6154	Project Name Citywide Ferry System Operator Request for Proposal
Date		Evaluator's Name

Consultant Possible Points	Cons Propo demons its unde of the	nlity of ultant's sal and stration of rstanding Project	Qualifica Experie Passen Se	Project Team Qualifications and Experience with Passenger Ferry Service 15		Consultant's demonstration of Quality of Service 30		BE Plan	Consultant's proposed fee and cost schedules (Formula)	Total Score (Must equal 100) 100
	RS	WS	RS	WS	RS	WS	RS	WS	WS	
Hornblower	8.00	16.00	8.00	12.00	8.00	24.00	8.00	12.00	20.00	84.00
NY Waterway	6.00	12.00	6.00	9.00	6.00	18.00	8.00	12.00	14.48	65.48
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Project Number	6154	Project Name Citywide Ferry System Operator Request for Proposal	
Date	_	Evaluator's Name	_

Consultant Possible Points			Consultant's Proposal and demonstration of its understanding of the Project 20 Project Te. Qualifications Experience Passenger F Service		Consultant's demonstration of Quality of Service		MWBE Plan 15		Consultant's proposed fee and cost schedules (Formula)	Total Score (Must equal 100) 100
Hornblower	RS 8.00	16.00	RS 8.00	WS 12.00	RS 8.00	WS 24.00	RS 8.00	WS 12.00	WS 20.00	84.00
NY Waterway	8.00	16.00	8.00	12.00	8.00	24.00	8.00	12.00	14.48	78.48
141 Waterway	8.00		8.00		8.00		8.00		14,40	
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Evaluator's Signature	

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Project Number	6154			_	Pr	oject Nam	e Citywide	Ferry Syst	em Opera	ator Request for Propo	sal
Date	1		24-Jun-15	<u>i</u>	Evalua	ator's Nam	е			- 11 11	
Consultant	Possible Points	Cons Propo demons its unde of the	ality of ultant's osal and stration of rrstanding Project 20	Qualifica Experie Passen Sei	ct Team attions and ence with ger Ferry rvice	Cons demon Quality	sultant's stration of of Service 30		SE Plan	Consultant's proposed fee and cost schedules (Formula)	Total Score (Must equal 100) 100
		RS	WS	RS	WS	RS	WS	RS	WS	WS	
Hornblower		10.00	20.00	10.00	15.00	7.00	21.00	8.00	12.00	20.00	88.00
NY Waterway		8.00	16.00	10.00	15.00	8.00	24.00	8.00	12.00	14.48	81.48
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Project Number	6154	Project Name Citywide Ferry System Operator Request for Proposal	
Date		Evaluator's Name	

Consultant Possible Points	Cons Propo demons its unde of the	ulity of ultant's sal and stration of rstanding Project 20 WS	Qualifica Experie Passen Sei	ct Team ations and perce with ger Ferry rvice 15 WS 10.50	Cons demons Quality	ultant's stration of of Service 30 WS	l	E Plan 5 WS	Consultant's proposed fee and cost schedules (Formula) 20 WS 20.00	Total Score (Must equal 100) 100 82.50
NY Waterway	6.00	12.00	7.00	10.50	6.00	18.00	8.00	12.00	14.48	66.98
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Project Number	6154	Project Name Citywide Ferry System Operator Request for Proposal
Date		Evaluator's Name

Consultant	Possible Points	Cons Propo demons its unde of the	ulity of ultant's ssal and stration of rstanding Project 20	Qualifica Experie Passen Se	ct Team ations and ence with ger Ferry rvice 15	Cons demons Quality	ultant's stration of of Service 30	1	E Plan 5 WS	Consultant's proposed fee and cost schedules (Formula)	Total Score (Must equal 100) 100
Hornblower		8.00	16.00	8.00	12.00	9.00	27.00	8.00	12.00	20.00	87.00
NY Waterway		9.00	18.00	9.00	13.50	7.00	21.00	8.00	12.00	14.48	78.98
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Project Number Date	6154					oject Nam ator's Nam		Ferry Syst	tem Opera	tor Request for Propos	sal
Consultant	Possible Points	Cons Propo demons its unde of the	ality of ultant's osal and stration of rstanding Project 20	Qualifica Experie Passen Se	ct Team ations and ence with ger Ferry rvice	Cons demons Quality	sultant's stration of of Service 30		3E Plan 1 15	Consultant's proposed fee and cost schedules (Formula)	Total Score (Must equal 100) 100
		RS	WS	RS	Ws	RS	WS	RS	WS	WS	
Hornblower		8.00	16.00	9.00	13.50	8.00	24.00	8.00	12.00	20.00	85.50
NY Waterway		7.00	14.00	9.00	13.50	6.00	18.00	8.00	12.00	14.48	71.98
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Price List

Project Number	6154
Project Name	Citywide Ferry System Operator Request for Proposal

	940,640	
Consultant	Pi	oposed Price
Comprehensive-Hornblower	\$	214,100,000
Comprehensive-NY Waterway	\$	155,000,000

Round 1 Evaluation

					EVALUATOR	OR			
CONSTITANT									Total
									acore
Comprehensive-Hornblower	82.50	84.00	85.00	87.00	88.00	82.50	84.00	85.50	678.50
Comprehensive-NY Waterway	86.98	78.48	79.98	78.98	81.48	73.48	65.48	71.98	596.83

Round 1 Evaluation

			CRITER	IA		
CONSULTANT	Quality of Consultant's Proposal and demonstration of its understanding of the Project	Project Team Qualifications and Experience with Passenger Ferry Service	Consultant's demonstration of Quality of Service	MWBE Plan	Consultant's proposed fee and cost schedules (Formula)	Total Score
Comprehensive-Hornblower	130.00	97.50	195.00	96.00	160.00	678.50
Comprehensive-NY Waterway	118.00	99.00	168.00	96.00	115.83	596.83

NYCEDC PROPOSAL RANKING SUMMARY SHORT LIST

Project Number	6154
Project Name	Citywide Ferry System Operator Request for Proposal

	Salada Bagagalas Assert
Consultant	Total Score
Comprehensive - Homblower	700.50
Comprehensive - NY Waterway	609.29

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Project Number	6154		Project Name Citywide Ferry System Operator Request for Proposal
Date	•	4-Dec-15	Evaluator's Name

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Consultant Possible Points			Consultant's Proposal and demonstration of its understanding of the Project		Qualifica Experie Passen Se	ct Team ations and ence with ger Ferry rvice 15	Cons demons Quality	ultant's stration of of Service 30	l.	BE Plan	Consultant's proposed fee and cost schedules (Formula) 20	Total Score (Must equal 100) 100
	RS	WS	RS	WS	RS	WS	RS	WS	WS			
Hornblower	9.00	18.00	9.00	13.50	10.00	30.00	8.00	12.00	20.00	93.50		
NY Waterway	8.00	16.00	10.00	15.00	6.00	18.00	8.00	12.00	16.85	77.85		
		0.00		0.00		0.00		0.00		0.00		
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Project Number	6154		Project Name Citywide Ferry System Operator Request for Proposal						
Date	3.0	4-Dec-15	Evaluator's Name						

	ible Points	Consu Proposi demons its under of the	lity of ultant's sal and tration of retanding Project	Qualifica Experie Passen Ser RS	ct Team stions and ence with ger Ferry vice	Cons demons Quality o	ultant's stration of of Service 30	RS RS	E Plan 15 WS	Consultant's proposed fee and cost schedules (Formula)	Total Score (Must equal 100) 100
Hornblower NY Waterway		8.00	16.00	7.00	13.50	9.00 7.00	27.00	8.00	12.00	20.00	88.50 76.35
1V1 VVaterway		0.00	0.00	7.00	0.00	7.00	0.00	0.00	0.00	10.00	0.00
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Evaluator's Signature

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Project Number	6154		Project Name Citywide Ferry System Operator Request for Proposal						
Date		4-Dec-15	Evaluator's Name						

Consultant Possible Points	Quality of Consultant's Proposal and demonstration of its understanding of the Project s 20 RS WS		Qualifica Experie Passen Sei	ct Team ations and ence with ger Ferry rvice 15	Cons demons Quality	ultant's stration of of Service 30		E Plan 5	Consultant's proposed fee and cost schedules (Formula) 20	Total Score (Must equal 100) 100
Hornblower	7.00	14.00	7.00	10.50	8.00	24.00	8.00	12.00	20.00	80.50
NY Waterway	8.00	16.00	5.00	7.50	8.00	24.00	8.00	12.00	16.85	76.35
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Project Number Date	6154		4-Dec-15			oject Nam ator's Nam		Ferry Syst	em Opera	ntor Request for Propo	sal
Consultant	Possible Points	Consi Propo demons its unde of the	ulity of ultant's sal and tration of rstanding Project 20	Qualifica Experie Passen Ser	at Team ations and ence with ger Ferry vice	Cons demons Quality	ultant's stration of of Service 30	1	E Plan	Consultant's proposed fee and cost schedules (Formula) 20	Total Score (Must equal 100) 100
Hornblower		RS 8.00	WS 16.00	RS 10.00	WS 15.00	RS 9.00	WS 27.00	RS 8.00	WS 12.00	WS 20.00	90.00
NY Waterway		7.00	14.00	10.00	15.00	6.00	18.00	8.00		16.85	
141 VValciway		7.00		10.00	1 55.34.007	0.00		6.00	12.00	10.00	75.85
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Hornblower		RS 8.00	WS 16.00	9.00	WS 13.50	RS 10.00	WS 30.00	RS 8.00	WS 12.00	WS 20.00	91.50
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NY Waterway		5.00	10.00	9.00	13.50	9.00	27.00	8.00	12.00	16.85	79.35
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Project Number	6154		Project Name Citywide Ferry System Operator Request for Proposal							
Date		4-Dec-15	Evaluator's Name							

Consultant	Possible Points	Cons Propo demons its unde of the	ultant's ssal and stration of rstanding Project 20	Qualifica Experie Passen Se	ct Team ations and ence with ger Ferry rvice	Cons demons Quality	sultant's stration of of Service 30		E Plan 15	Consultant's proposed fee and cost schedules (Formula)	Total Score (Must equal 100) 100
Hornblower		9.00	18.00	8.00	12.00	8.00	24.00	8.00	12.00	20.00	86.00
NY Waterway		7.00	14.00	7.00	10.50	6.00	18.00	8.00	12.00	16.85	71.35
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Project Number	6154		Project Name Citywide Ferry System Operator Request for Proposal							
Date	,	4-Dec-15	Evaluator's Name							
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NY Waterway	8.00	16.00	8.00	12.00	7.50	22.50	8.00	12.00	16.85	79.35
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Project Number	6154		Project Name Citywide Ferry System Operator Request for Proposal
Date		4-Dec-15	Evaluator's Name

Consultant Possible Point	Cons Propo demons its unde of the	ulity of ultant's sal and stration of restanding Project 20	Qualifica Experio Passen Se	ct Team ations and ance with ger Ferry rvice 15	Cons demons Quality	ultant's stration of of Service 30	RS	E Plan	Consultant's proposed fee and cost schedules (Formula)	Total Score (Must equal 100) 100
Hornblower	8.00	16.00	6.00	9.00	8.00	24.00	8.00	12.00	20.00	81.00
NY Waterway	7.00	14.00	8.00	12.00	6.00	18.00	8.00	12.00	16.85	72.85
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Evaluator's Signatur

Price List

Project Number	6154	
Project Name	Citywide Ferry System Operator Request for Proposal	

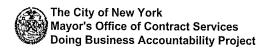
	94/9414	
Consultant	Pi	roposed Price
Hornblower	\$	168,400,000
NY Waterway	\$	199,900,000

Rounds 2 evaluation

				EV	EVALUATOR				
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Complehensive-INY Waterway	/6.35	79.35	79.35	76.35	75.85	72 85	71 25	77 05	00000
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Round 2 evaluation

			CRITERIA			
CONSUITANT	Auality of Consultant's Project Team Proposal and Qualifications an demonstration of its Experience with understanding of the Project Service	Project Team Consultant's Qualifications and Experience with Passenger Ferry Service		MWBE Plan	Consultant's proposed fee and cost schedules (Formula)	
						lotal Score
Comprehensive-Hornblower	131.00	99.00	214.50	96.00	160.00	700 50
Comprehensive-NY Waterway	116.00	96.00	166.50	96.00	134.79	609.29



Doing Business Data Form

Section 1: Entity Information

To be	To be completed by the City Agency prior to distribution					
Agency:	Transa	ction ID:				
Check One:	Transaction Type	(check one):				
Proposal	Concession	Contract	Economic Development Agreement			
Award	Franchise	Grant	Pension Investment Contract			

Any entity receiving, applying for or proposing on an award or agreement must complete a Doing Business Data Form (see Q&A sheet for more information). Please either type responses directly into this fillable form or print answers by hand in black ink, and be sure to fill out the certification box on the last page. Submission of a complete and accurate form is required for a proposal to be considered responsive or for any entity to receive an award or enter into an agreement.

This Data Form requires information to be provided on principal officers, owners and senior managers. The name, employer and title of each person identified on the Data Form will be included in a public database of people who do business with the City of New York; no other information reported on this form will be disclosed to the public. This Data Form is not related to the City's VENDEX requirements.

Please return the completed Data Form to the City Agency that supplied it. Please contact the Doing Business Accountability Project at DoingBusiness@cityhall.nyc.gov or 212-788-8104 with any questions regarding this Data Form. Thank you for your cooperation.

Entity Name:	HMS Ferries, Inc.		
Entity EIN/TIN:			
Entity Filing St	atus (select one):		
Change from and indicate	previous Data Form dated	who no longer hold positions with	ose sections that have changed,
	Profit: Tyes Corporation (any type) Sole Proprietor	No ☐ Joint Venture ☐ Other (specify):	┌─ Partnership (any type)
Address: 385 Eric	ksen Avenue NE, Suite 123		
City: Bainbrio	dge Island	State: WA	Zip: 98110
Phone: 206-780)-1440	Fax: 206-780-0484	•
E-mail: gdronke	ert@		

Provide your e-mail address and/or fax number in order to receive notices regarding this form by e-mail or fax.

Doing	Business	Data	Form
DUILIU	Dusiness	Dala	FULL

EIN/TIN:		
	1	

Page 2 of 4

Section 2: Principal Officers

Please fill in the required identification information for each officer listed below. If the entity has no such officer or its equivalent, please check "This position does not exist." If the entity is filing a Change Form and the person listed is replacing someone who was previously disclosed, please check "This person replaced..." and fill in the name of the person being replaced so his/her name can be removed from the *Doing Business Database*, and indicate the date that the change became effective.

Chief Executive Officer (CEO) or equiva	alent officer		This position does not exist
The highest ranking officer or manager, such a Chairperson of the Board.	as the Presider	nt, Executive Direct	tor, Sole Proprietor or
First Name: Gregory	MI: A.	Last: Dronkert	
Office Title: President & COO		:	
Employer (if not employed by entity):			
Birth Date (mm/dd/yy):	Home Ph	one #:	
Home Address:			
This person replaced former CEO:		:	on date:
Chief Financial Officer (CFO) or equival	ent officer		This position does not exist
The highest ranking financial officer, such as t	he Treasurer, C	Comptroller, Financ	cial Director or VP for Finance.
First Name: John	MI: <u>W.</u>	Last: Waggoner	
Office Title: Treasurer		:	
Employer (if not employed by entity): HMS Glob	oal Maritime, Inc.	:	
Birth Date (mm/dd/vv):	Home Ph	one #:	
Home Address:			
This person replaced former CFO:			on date:
Chief Operating Officer (COO) or equiva	lent officer		This position does not exist
The highest ranking operational officer, such a Operations.	s the Chief Pla	nning Officer, Direc	ctor of Operations or VP for
First Name: John	MI: <u>A.</u>	Last: Sainsbury	
Office Title: Vice President			
Employer (if not employed by entity): HMS Cons	sulting and Techn	ical, LLC	
Birth Date (mm/ <u>dd/yy):</u>	Home Pho	one #:	
Home Address:			
This person replaced former COO:			on date:

Doing	Business	Data	Form
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EIN/TIN:	
	 -

Page 3 of 4

Section 3: Principal Owners

Please fill in the required identification information for all individuals who, through stock shares, partnership agreements or other means, **own or control 10% or more of the entity**. If no individual owners exist, please check the appropriate box to indicate why and skip to the next page. If the entity is owned by other companies, those companies do **not** need to be listed. If an owner was identified on the previous page, fill in his/her name and write "See above." If the entity is filing a Change Form, list any individuals who are no longer owners at the bottom of this page. If more space is needed, attach additional pages labeled "Additional Owners."

There are no owners listed because (sel	lect one):	
The entity is not-for-profit Other (explain):	ndividual owners	idual owner holds 10% or more shares in the entity
Principal Owners (who own or control 1	0% or more of the entity)	
First Name:	MI: Last: _	
Office Title:		
Employer (if not employed by entity):		
Birth Date (mm/dd/yy):	Home Phone #:	
Home Address:		
First Name:	MI: Last:	
Office Title:		
Employer (if not employed by entity):		
Birth Date (mm/dd/yy):	Home Phone #:	
Home Address:		
First Name:	MI: Last:	
O COLUMN TO THE		
Employer (if not employed by entity):		
Birth Date (mm/dd/yy):	Home Phone #:	
Home Address:		
Remove the following previously-reporte	d Principal Owners:	
Name:		Removal Date:
Name:		
Name:		Removal Date:

	FINI/TINI:	36-469174
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Page 4 of 4

Section 4: Senior Managers

Please fill in the required identification information for all senior managers who oversee any of the entity's relevant transactions with the City (e.g., contract managers if this form is for a contract award/proposal, grant managers if for a grant, etc.). Senior managers include anyone who, either by title or duties, has substantial discretion and high-level oversight regarding the solicitation, letting or administration of any transaction with the City. At least one senior manager must be listed, or the Data Form will be considered incomplete. If a senior manager has been identified on a previous page, fill in his/her name and write "See above." If the entity is filing a Change Form, list individuals who are no longer senior managers at the bottom of this section. If more space is needed, attach additional pages labeled "Additional Senior Managers."

Senior Managers:		
First Name: Gregory	MI: A Last: Dronkert	
Office Title: President & COO		
Employer (if not employed by entity):		
Birth Date (mm/dd/yy):	Home Phone #	
Home Address:		
First Name:	MI: Last:	
Off. The		
Employer (if not employed by entity):		
Birth Date (mm/dd/yy):	Home Phone #:	
Home Address:		
First Name:	MI: Last:	
Office Title:		
Employer (if not employed by entity):		
Birth Date (mm/dd/yy):	Home Phone #:	
Home Address:		
Remove the following previously-reporte		
Name:	Removal Date:	
Name:	Removal Date:	
	Certification	
n the entity being found non-responsible	these four pages andadditional page dulent submission of a materially false state and therefore denied future City awards.	es is accurate and ement may result
	Date: 6 12 15	
itle: President & COO	Work Phone #: 206-780-1440	

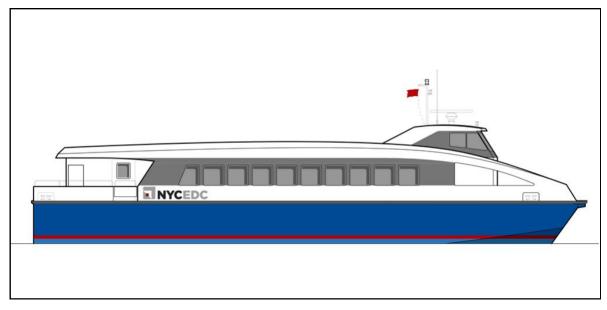
Return the completed Data Form to the agency that supplied it.



Owner : - No Built : Concept

Builder : Metal Shark Aluminium Boats Project No. : E5429

Year Launched : -



Principal Particulars

Length Overall	27.2	meters
Length Waterline	25.5	meters
Moulded Beam	8.2	meters
Hull Draught	1.3	meters



Passengers 150 + 2 Wheel		
Ships Crew	3+	
Cargo	10	bikes
Fuel	4,000	litres
Fresh Water	1,000	litres
Black Water	1,000	litres
Max Deadweight	20.0	tonnes

Performance and Range

Maximum Speed	29.5	knots
Service Speed	26.0	knots
Range @ 90% MCR	230	nm

Propulsion Machinery

Main Engines 2 x CAT C32 (970kW)
Populsors 2 x FP Propeller

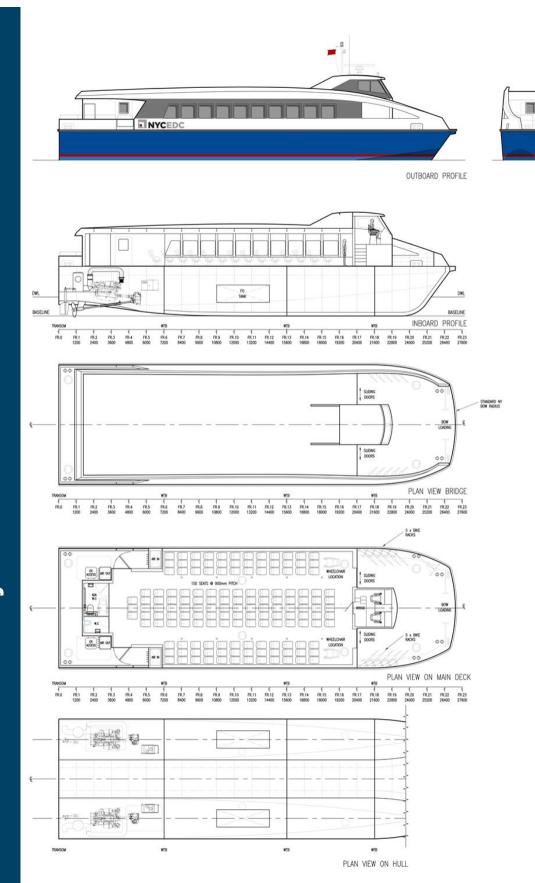
Construction

Aluminium

Design Code

ABS USCG





BMT Nigel Gee Ltd Building 14, Shamrock Quay William Street, Southampton SO14 5QL United Kingdom www.bmtng.com enquiries@bmtng.com +44 2380 22 66 55

VIEW ON BOW

HMS FERRIES, INC. AND SUBSIDIARY COMBINED STATEMENTS OF INCOME

Years Ended December 31, 2014 and 2013

2014

2013

REVENUES

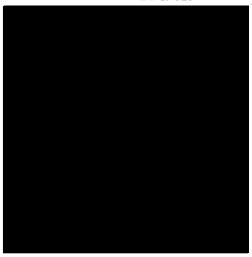


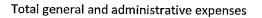
Total revenues

COST OF REVENUES

GROSS PROFIT

GENERAL AND ADMINISTRATIVE EXPENSES





OPERATING INCOME (LOSS)



Net income



HMS FERRIES, INC. AND SUBSIDIARY

COMBINED BALANCE SHEETS December 31, 2014 and 2013

2014

2013

Current Asset	ts	
	Total Current Assets	
	Total Current Assets	
Property and	Equipment, net	@ B
Other Assets		
	Total Assets	
· ·		
Current Liabil	ities	
	Total Current Liabilities	
Equity		
	Total Equity	
	Total Liabilities and Equity	





Hornblower Cruises & Events Proposal for Citywide Ferry System











between the sea and the sky*

PIER 3, HORNBLOWER LANDING, SAN FRANCISCO, CA 94111 TEL: 415-788-7020 FAX:415-394-8444 hornblower.com

June 24, 2015

New York City Economic Development Corporation 110 William Street, 4th Floor New York, NY 10038 Attn: Maryann Catalano, Senior Vice President

RE: Citywide Ferry Operators RFP Response

Dear EDC Board Members,

This letter officially transmits our proposal in response to the above RFP.

It is submitted by Hornblower Group, LLC, which is the holding company for all of our operating entities ("Hornblower"). When selected, Hornblower will create a new operating entity exclusively for the development and operation of a Comprehensive Citywide Ferry System.

Hornblower is the ideal choice for the following reasons:

- Hornblower has a legacy of successful operations in New York City. Our affiliated company, Statue Cruises, makes over 12 million passenger ferry trips annually between Battery Park, Liberty Landing State Park in New Jersey, the Statue of Liberty National Monument and Ellis Island Immigration Museum. Our affiliated company, Liberty Landing Ferry, LLC makes over 250,000 passenger trips annually across the Hudson River. Our affiliated company, HMS Governors Island Ferry, LLC makes over 785,000 passenger trips annually.
- Hornblower has a long history as a strong, quality, focused operator across the United States. Our firm's experience in maritime hospitality and high-quality vessel operations will generate revenues and serve community needs.
- Hornblower is a professional operation with over 100 vessels across the United States. In addition to our direct operation of a full range of sightseeing and charter market products on New York Harbor, our companies collectively carry nearly sixteen million passengers annually on a fleet of over 100 vessels operating from over 35 locations.

We have received numerous commendations from our partners, local law enforcement and the United States Coast Guard. Our safety record is paramount and our management systems and training programs ensure our crew members and operations are highly professional.

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FAX:415-394-8444

hornblower.com

Hornblower Group is headquartered in San Francisco, California and operates through its various operating entities and affiliates throughout the world. In each location where we operate, we have become part of the local business fabric, including in New York.

Since our company's inception, we have developed the finest brands, hired the finest crews in the industry, and honed our marine guest service skills to become the industry leader. We developed "Respect Our Planet," our own integrated management system that ensures sustainable operations, and we educate our employees and guests on the importance of preserving the environments in which we operate.

We operate in environmentally sensitive areas, have helped to preserve key historical assets, and have created a marine services company that builds and operates technologically advanced vessels worldwide. We became an environmental leader in the industry, with a consistent highly-regarded record of safe operations. We built a strong capital base. All of these skills and assets combine to make us the perfect choice to support the mission and goals of the EDC.

Our proposal demonstrates the high-quality product we will provide to serve local New York residents, tourists, schools, non-profit organizations and local businesses. In addition, it shows the exceptional customer service each guest will receive and the partnership Hornblower will extend to the local communities and stakeholders.

Our proposal includes the unwavering commitment of the entire Hornblower family of companies and our worldwide crew to:

Provide high quality marine management to operate a comprehensive Citywide Ferry System as directed by EDC.

Partner effectively with the City in every way possible and provide a secure and increasing source of revenue for the City

Provide safe, efficient, reliable timely transportation experience for guests, whether they are commuters, local excursions or tourists.

Use our Respect Our Planet integrated management system to become certified under ISO 14001, ISO 9001, and OHSAS 18001 Standards

As the Chairman and Chief Executive Officer of the Hornblower companies and our world class management team that includes over 500 marine professionals, we will commit our energies and wide experience to making the New York Citywide Ferry operations world-class.

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We fulfill the commitments we make. We make the commitments in our proposal with the full confidence that our 35 year record of success in marine transportation and hospitality service has prepared us to become the best ferry operating partner for the City of New York. We are proud and honored to have the opportunity to partner with the EDC in this significant step to add substantial comprehensive ferry service to the East River.

There are several key elements of our proposal that we want to highlight in the Appendix section of the proposal due to their importance. These include:

Appendix I - Financial Capability

Appendix J - Opportunity to Assemble Vessels in New York & Fleet Development

Appendix K - Request for Assistance/Operating Subsidy Reduction Plan

If you have any questions about our bid, we would appreciate the opportunity to make a presentation to you, or to host you and your team at any of our operational locations. You can reach me at any time at 415 850-4551, or Mike Burke, our Chief Operating Officer in New York at 551 655-0405.

We very much look forward to working with you.

Sincerely

TERRY A. MACRAE Chief Executive Officer Hornblower Group, LLC

TyMaka

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Table of Contents

RFP - Citywide Ferry System





Crew Familiarization and Safety Training32
Environmental Safety33
Role of Security in Safety34
Safety Management Plan34
Hornblower Maintenance Management Resources35
Concession Plan37
Ticket Operations37
Staffing Plan for managing queues38
Hornblower ability to partner with the NYCEDC (System Coordination)38
Formal Communications
Traveler Information Requirements
Ticketing System
Fare Media, Fare Issuance, Fare Validation40
Marketing41
Marketing Objectives41
Target Markets41
Branding & Marketing Strategies
Market Research44
Marketing Mix44
Customer Communication45
Public Relations46
Branding and Sponsorship47
Reporting Requirements47
M/WBE
Workforce & Education Development Plan48





Appendix A: Required DocumentsA-1
Appendix B: BiographiesB-1
Appendix C: Berthing Commitment
Appendix D: Vessel InformationD-1
Appendix E: Mass Transit Connections by Route E-1
Appendix F: Financial StatementsF-1
Appendix G: Route SchedulesG-1
Appendix H: Shuttle BusH-1
Appendix I: Financial CapabilityI-1
Appendix J: Opportunity to Assemble Vessels in New York & Fleet Development
Appendix K: Request for Assistance/Operating subsidy Reduction PlanK-1
Appendix L: Hornblower Group Historical Financial DataL-1
Appendix M: Respect our Planet Mission Statement M-1
Appendix N: Alternative Funding Strategies To Reduce Subsidies





Executive Summary

Hornblower is the best partner for the New York City Economic Development Corporation to activate the Citywide Ferry System. Hornblower has a rich history as a high-quality vessel operator in locations throughout the United States and North America. Our reputation as a great collaborator and our success in providing transportation equity and access to waterfront communities is unmatched. Hornblower will provide a unified customer service experience and achieve the objectives of a safe and reliable system that NYCEDC is seeking.

Hornblower's goal is to support the mission and goals of the NYCEDC and to operate a profitable and sustainable business. As a Maritime Partner of the NYCEDC, we consider ourselves full partners, sharing the same mission with the City in the development of this exciting opportunity to further the expansion of public transportation on our waterways. Our experience in maritime hospitality, high quality vessel operations, and strong safety record will increase revenues and serve community needs.



Hornblower and its many affiliates have extensive experience working with port and city authorities around the country, including New York City. In multiple instances we have worked to introduce new ferry services that include public access locations, interpretive information, and state-of-the-art visitor services.

The Citywide Ferry System is a unique opportunity and one that provides an exceptional platform from which to connect all New Yorkers through the use of our natural waterways. Hornblower will be able to use our experience on the water in an innovative way to connect our passengers to all that New York City can offer.

Our corporate strengths lie in our innovation. We have introduced leading -edge technologies and concepts to the ferry industry throughout our history including extensive crew training programs, maximizing operational efficiencies and effective marketing. Our successful technological advances, such as the use of hybrid technology to energize our vessels have been established in ports from coast to coast. These strengths combine to create an organization that is responsive to our partners, financially stable and constantly seeking improvement.

The Hornblower management system, Respect Our Planet, is designed to the international standards of ISO 14001 (environmental), ISO 9001 (quality) and OHSAS 18001 (health and safety). Adhering to these standards requires daily, weekly and monthly inspections, as well as annual auditing, which provides the company with a support tool for checking operating standards and looking for opportunities for improvement.











Hornblower's training program, which is also aligned to the Respect Our Planet standards, begins on the employee's first day. Our comprehensive training program includes specific focus on maintaining a safe environment for our employees and our passengers while providing first-class customer service.

A key advantage to partnering with Hornblower is our expert promotional skills to assist our partners and help them achieve their goals. As a Maritime Partner of NYCEDC, our programs will be structured around supporting the community and our passengers.

We will place special focus upon environmental and marine transportation matters, including green technology and harbor ecology. Hornblower will also look for multiple ways to promote water access and appreciation of New York harbor.

Hornblower has over 35 years of experience and success working with all types of organizations within the communities we serve. Our goal is to serve our community while providing mutual benefit to the organizations with which we partner.

Locally in New York harbor, Statue Cruises sells the visitor audio tours on behalf of the Statue of Liberty - Ellis Island Foundation. Funds raised directly benefit the Statue of Liberty National Monument and Ellis Island Immigration Museum. We have also partnered with LMCC during the summer to connect



the players and their audience for River-to-River's dynamic production of Henry V ferrying between England (Battery Park) and France (Governors Island). Over the years, Statue Cruises has been a sponsor of the Metropolitan Waterfront Alliance's City of Water Day, providing free boats, berths, shuttles, and excursion services to promote access to the water.

As shown by examples of our various websites, we strive to promote the interests of our partners when communicating with our guests. Hornblower has been a leader in the use of internet technology. We were the first company in our industry to have a website and began taking web reservations

long before other maritime companies. We long ago realized the importance of search engines and search engine optimizations. However, our varied sites are not exclusive to commerce. We take pride in using any opportunity to educate our web visitors about the location they plan to visit.

RFP - Citywide Ferry System

Satisfy Our Guests | Respect Our Planet





Hornblower's goal is to satisfy our passengers and partners' needs and expectations. In order to do this, we must know what those needs and expectations are and clearly share that information to our staff through training and communication. Hornblower offers multiple avenues for receiving passenger feedback, including electronic surveys, comment cards and social media to engage our passengers on their experience and expectations.

Hornblower is proposing the use of 16 bow loading vessels for this NYC Citywide Ferry System. Each of these vessels will be designed and suited specifically for ferry service and will easily perform all of the operations we have proposed. The vessel types and services offered will support the goals of the NYCEDC by broadly appealing to all commuters. Of course, the vessels and products will change, improve and grow based on the market needs and our partner's goals and objectives. A typical vessel specification is attached for reference (Appendix D). Final vessel plans will be subject to the terms and conditions of the Licensing Agreement with NYCEDC.

Hornblower's Citywide Ferry Operation will create over 125 quality high paying jobs for New Yorkers. We will hire and train marine crew, maintenance & engineering personnel and various guest service and office staff.

As you read this proposal you will see that Hornblower's overriding goal – whether in reservations, ticketing, transportation, onboard amenities – is to continually satisfy our passengers and provide them with the utmost courtesy and professionalism.

As the following sections will show, Hornblower clearly has the experience (motive), the financial strength (means) and the position in the marketplace (opportunity) to deliver on our proposal.

Hornblower has prepared two separate proformas, one reflecting service for all five primary routes and another reflecting service for those five routes and the Add- Alternative route, East River Ferry. Both proformas also report the additional cost attributable to adding Governors Island to the South Brooklyn Route. In addition, Hornblower has prepared a five-year estimate of projected Costs of Operation and Revenues. Detailed ridership projections associated with each Route are likewise provided. All financial and ridership detail is included in Appendix F.

Hornblower outlines the compensation it is seeking from NYCEDC in the various proformas. We propose a path to sustainability for the Citywide Ferry System using innovative vessel funding strategies as well as certain cost reductions including possible utilization of other city resources (Appendix K).

We are proud and honored to have the opportunity to partner with the NYCEDC. Hornblower constantly strives to provide our partners with a seamless, high







quality, and professional partner relationship.

Hornblower is an experienced vessel operator with homeports around the United States and North America. As stated throughout this response, Hornblower's overall mission is to satisfy the needs of our passengers and partners. The primary way of accomplishing this task is to ensure that all operations run smoothly every day. This is achieved through clear planning and communication, staff training, proactive checks and balances system and our *Respect Our Planet* management system.

Hornblower's Citywide Ferry Operation will be headquartered in New York City. Hornblower's present city address is 353 West Street, New York NY 10014. Our preference is to Homeport the proposed 16-vessel fleet within the City of New York. Should suitable facilities not be available, Hornblower has made arrangements to berth all vessels (Appendix C). The homeport location will also serve as a convenient layover location.

Why Hornblower?

Why is Hornblower is the best choice to provide the Citywide Ferry System?

Since founder and CEO Terry MacRae purchased a small charter yacht business in 1980, Hornblower has operated on one mission: deliver premier, hospitality and maritime experiences. The Citywide Ferry System project deserves a world class partner with Hornblower's proven attributes.

Financially sound

World class experience

Hornblower is the largest	private passenger vessel operator in North Ar	nerica. In
2014, Hornblower and it's	s affiliates performed more than	and
safely carried more than	, globally,	. We
serve annually		
0	ur first year of service for our	
	. Our dinner cruise and excurs	sion fleet



A HORNBLOWER COMPANY









carries a half million passengers per year. We also provide marine services around the globe for private, public and U.S. military operations.

Proven Management Team

Hornblower has extensive operating experience in the New York metro area, nationally and worldwide. We focus on safety, quality, and environmental protection with *Respect Our Planet*, our integrated management program. Our New York operations including Statue Cruises and Liberty Landing Ferry operate under the same high quality visitor and crew safety, risk management and environmental standards as used at Alcatraz Cruises and Niagara Cruises including ISO certifications. An affiliate, HMS Global Marine operates and manages ferry service to Governors Island for New York City's Governors Island Trust. Key personnel are listed in Biographies (Appendix B). Our management team is ready to work together with NYCEDC to apply our ability to operate with other entities in creating a unified system.

Exceptional Marketing Capability

We market our products extensively worldwide, partnering with national and international destination marketing organizations, suppliers and trade missions. Our websites reach tens of millions of domestic and international customers.

Sustainable Partner

As the world's maritime leader in sustainability, we emphasize environmental stewardship in every project we undertake. Our Alcatraz, Niagara Falls and Statue Cruises operation are ISO certified for environmental leadership and management. In 2009, we introduced the world's first hybrid passenger ferry in San Francisco and since then, we have introduced three additional hybrid passenger ferries, including the first hybrid vessel in New York, the *Hornblower Hybrid*.

Hornblower/ Statue Cruises/ Liberty Landing Ferry in New York

Statue Cruises and Liberty Landing Ferry are subsidiaries of Hornblower Cruises & Events, a maritime hospitality company with over 35 years of experience. Hornblower is the largest private passenger operator in the United States.

Statue Cruises provides year-round ferry transportation and related services for visitors to the Statue of Liberty National Monument and Ellis Island. The company operates under a contract with the National Park Service that began







January 1, 2008. Ferries depart from both Liberty State Park in New Jersey and Battery Park in New York. Statue Cruises provides a computerized reservation and ticketing service, an audio program for the boat rides and offers food and beverage and souvenir concessions on all vessels.

Currently, Statue Cruises uses ten vessels for its primary operations – five are for daily operations departing from Battery Park and two vessels depart from Liberty State Park; three vessels are available as backup. These vessels are USCG-certified with passenger capacities ranging from 430 to 870 passengers. During the peak season, there are 41 daily departures, each taking an average of over 400 passengers per trip. In the off-season, there are 21 departures per day. In 2014, 4.2 million visitors visited the Statue of Liberty Monument and Ellis Island. Statue Cruises has the largest private fleet and passenger capacity in New York Harbor.

Liberty Landing Ferry is Hornblower's commuter ferry service between New York and New Jersey. The operations include New York Harbor and Hudson River ferry service to Liberty State Park in New Jersey and World Financial Marina in Manhattan, among other metro-based ferry services. Hornblower's experienced management,

Statue Cruises and Liberty Landing Ferry employ over 30 Captains and First Officers, with U.S. Coast Guard licenses to operate vessels of 100 tons and more. Statue Cruises and Liberty Landing Ferry management supervises the most qualified marine crew in the harbor. Management ensures that each crewmember meets all of the U.S. Coast Guard regulations and is trained for all emergency scenarios. All maritime crew have received First Aid, CPR and AED training. Every crewmember from Captain to Deckhand receives mandatory training in various types of subject matter including security. Crewmembers receive hands-on training, classroom training, as well as computer-based instruction. This continuous training provides our crew with a diverse learning environment, which has been acknowledged by our outstanding performance reviews by the U.S. Coast Guard and National Park Service.

Statue Cruises and Liberty Landing Ferry management, guest services team and technical staff are uniquely qualified in matters related to safety, security and efficiency. Our training and experience in ticketing, reservations, access controls, PCI compliance and security processing enables us to pursue our goal of satisfying the needs of our guests. We manage a ticketing and timed reservation system that allows reservation or open tickets, and print-at-home, mail or will call order fulfillment. Reservation tickets allow visitors, who can trip plan for a specific date and time, the ability to avoid virtually any wait time.





Special Events & Partnerships in New York

NJ Transit Emergency Commuter Service

Super Storm Sandy presented Statue Cruises with challenges and opportunities. Our marine operations and maintenance crew flawlessly planned, prepared and executed our hurricane strategy. Statue Cruises suffered no injuries to personnel and sustained no damage to vessels and equipment. Statue Cruises immediately went to work after the storm passed. Our fleet returned to Liberty Landing Marina from upriver refuge after requesting special Coast Guard permission to enter the harbor. Within days of the storm, New Jersey Transit engaged Statue Cruises to provide emergency commuter ferry service to Manhattan. Statue Cruises initiated this new commuter service between Liberty Landing Marina and Battery Park in less than twelve hours after initial contact. At 6:00am, Statue Cruises' ferries departed New Jersey with commuters who usually ride NJ Transit rail service. Ultimately, Statue Cruises provided service from November 5th through November 21st. Each day as many as 120 buses were waiting at Liberty State Park to transport ferry commuters to park and ride lots or their local rail stations. The passenger capacity that we provided exceeded 15,000 per day in each direction over the thirteen operating days.

9-11 Memorial Transportation Partner

Statue Cruises has been designated by the 9-11 Memorial as an official Primary Transportation Partner in recognition of our unequalled capabilities and our commitment to the community. Statue Cruises serves over 4.2 million visitors annually in an operating environment with security, safety and hospitality challenges not unlike that of the 9-11 Memorial. We share a desire to optimize the visitor experience while providing an interpretive and educational opportunity. Statue Cruises has a unique experience in state-

opportunity. Statue Cruises has a unique experience in stateof-the-art ticketing and timed reservation system available to assist in ticket distribution and access management. We offer Internet, call centers and on-site ticket purchase options. We participate in joint-ticketing initiatives and have expanded our service options for visitors so they may coordinate their

9/II
MEMORIAL

OFFICIAL
TRANSPORTATION
PARTNER

schedules and plan their trips for their visit to Downtown Manhattan. Statue Cruises has embraced the concept of 'one visit, multiple attractions' since our inception. The visitor interest in the 9-11 Memorial make joint ticketing a critical necessity.





Service Proposal

Hornblower welcomes the opportunity to submit a Comprehensive Response to NYCEDC's Citywide Ferry Operators Request for Proposals. Hornblower's involvement with the Citywide Ferry System ("CFS") will provide a great



beginning toward the goal of integrating ferry transportation into the comprehensive transit system. Our proposal exceeds the requirements of the RFP.

Hornblower's comprehensive plan follows the CFS Ferry Route configurations for the five new routes, the existing additional alternate route (East River Ferry) and the possible Governors Island stop on the South Brooklyn Route. These five routes will connect riders from Astoria, Queens to Roosevelt Island and to midtown and downtown Manhattan; riders from Bay Ridge and other Brooklyn communities to downtown Manhattan; riders from Rockaway, Queens to Brooklyn and downtown Manhattan; riders from Long Island City, Queens to various lower east side stops and

downtown Manhattan; and finally, riders from Soundview in the South Bronx to uptown, midtown and lower Manhattan. Reference maps highlighting nearest MTA bus and subway connections are attached (Appendix E). Hornblower will work with the MTA to improve linkage to existing mass transit. Further, we will encourage bike sharing programs such as Citi Bike to connect with route landing sites.

Contingency Plan

Using our Traveler Information System, Hornblower will notify riders of any service interruptions in real time. With a centrally located Homeport in NY harbor, licensed Marine Supervisors and adequate spare vessels, Hornblower will have a most effective Contingency Plan.

The following Hornblower route designs satisfy the requested inter-boro connectivity, span of service, departure/arrival frequency, scheduled travel times, and amenities necessary for customer safety, comfort and communication.

Hornblower proposes the use of sixteen vessels, fifteen primary and one spare. Each vessel will have a passenger capacity of 149 persons. Hornblower offers a unique vessel procurement plan.

Significant employment opportunities beyond the ferry system itself would be created (Appendix J).





Astoria Route Design

Route Configuration

Wall Street / Pier 11 Lower Manhattan, East 34th Street - Manhattan, Long Island City North – Queens, Roosevelt Island - Manhattan, and Astoria - Queens;

Status of 5 Ferry Landings

Existing landings with planned upgrades – Wall Street / Pier 11 and East 34th Street; New Landings Planned – Long Island City North, Roosevelt Island and Astoria.

Span of Service

Ferry Service to be provided seven days per week throughout the year; Daily service to be provided from 6:30 am to 10:00 pm; Weekday peak hour service from 7:00 am to 9:30 am and 4:00 pm to 6:30 pm; Weekday off-peak hour service from 6:30 am to 7:00 am, 9:30 am to 4:00 pm and 6:30 pm to 10:00 pm. Weekend and Holiday service to be provided from 6:30 am to 10:00 pm.

Frequency of Service

Weekday peak headway scheduled in 20-minute intervals, beginning at 7:00 am; Weekday off-peak scheduled in 45-minute intervals; Weekend and Holiday headway is scheduled in 45-minute intervals for the five summer months of April through August and in 60-minute intervals for the three months of March, September and October, and in 90-minute intervals for the four winter months of November through February.

Scheduled Travel Times

Schedules will not exceed the maximum 42-minute, one-way travel time; Planned peak and off-peak weekday schedules have a 35-minute travel time; Planned Weekend and Holiday schedules have a 35-minute travel time, except for the four winter months of November through February when travel time will be 40 minutes.

Route Schedules

Departures from Wall Street / Pier 11 will land and then depart from East 34th Street ten minutes later, and then land and depart ten minutes later from Long Island City North, and then land and depart five-minutes later from Roosevelt Island, and then arrive ten-minutes thereafter at Astoria landing. Schedule intervals between respective landings will be the same in the opposite direction.





Performance Measurement and Monitoring

Reliable, scheduled ferry service will promote ridership, build loyalty and sustain economic operations. Positive customer experience is critical to the success of CFS. Hornblower employs the Marine Traffic Application coupled with a proprietary program to monitor and record vessel location, movements and arrival / departure times. Hornblower is confident that we will exceed the 90% on-time performance benchmark and surpass the CFS goals as defined by NYCEDC's Headway Adherence Target. On-time performance and adherence to NYCEDC stipulated maximum headways will be recorded for each run, compiled daily and reported monthly to NYCEDC.

South Brooklyn Route Design



Route Configuration

Wall Street / Pier 11 - Lower Manhattan, Brooklyn Bridge / Pier 1 - Brooklyn, Atlantic Avenue / Pier 6 - Brooklyn, Red Hook - Brooklyn, Brooklyn Army Terminal / Pier 4 - Brooklyn, and Bay Ridge - Brooklyn;

Status of 6 Ferry Landings

Existing Landings – Brooklyn Bridge / Pier 1; existing landings with planned upgrades – Wall Street / Pier 11, Atlantic Avenue / Pier 6, Brooklyn Army Terminal / Pier 4; New Landings Planned – Red Hook and Bay Ridge.

Span of Service

Ferry Service to be provided seven days per week throughout the year; Daily service to be provided from 6:30 am to 10:00 pm; Weekday peak hour service from 7:00 am to 9:30 am and 4:00 pm to 6:30 pm; Weekday off-peak hour service from 6:30 am to 7:00 am, 9:30 am to 4:00 pm and 6:30 pm to 10:00 pm. Weekend and Holiday service to be provided from 6:30 am to 10:00 pm.

Frequency of Service

Weekday Peak Headway scheduled in 30-minute intervals, beginning at 7:00 am; Weekday off-peak scheduled in 45-minute intervals. Weekend and Holiday Headway is scheduled in 45-minute intervals for the five summer months of April through August and in 60-minute intervals for the three months of March, September and October, and in 90-minute intervals for the four winter months of November through February.





Scheduled Travel Times

Schedules will not exceed the maximum 46-minute, one-way travel time; Planned peak and off-peak weekday schedules have a 33-minute travel time; Planned Weekend and Holiday schedules have a 33-minute travel time, except for the four winter months of November through February when travel time will be 40 to 45 minutes.

Route Schedules

Departures from Wall Street / Pier 11 will land and then depart from Brooklyn Bridge / Pier 1 ten minutes later, and then land and depart five minutes from Atlantic Avenue / Pier 6, and then land and depart five minutes from Red Hook, and then land and depart seven minutes from Brooklyn Army Terminal / Pier 4, and then arrive six minutes thereafter at Bay Ridge landing. Schedule intervals between respective landings will be same in the opposite direction.

Performance Measurement and Monitoring

Reliable, scheduled ferry service will promote ridership, build loyalty and sustain economic operations. Positive customer experience is critical to the success of CFS. Hornblower employs the Marine Traffic Application coupled with a proprietary program to monitor and record vessel location, movements and arrival / departure times. Hornblower is confident that we will exceed the 90% on-time performance benchmark and surpass the CFS goals as defined by NYCEDC's Headway Adherence Target. On-time performance and adherence to NYCEDC stipulated maximum headways will be recorded for each run, compiled daily and reported monthly to NYCEDC.

South Brooklyn / Governors Island Route Design

Route Configuration

Governors Island – Manhattan, Wall Street / Pier 11 - Lower Manhattan, Brooklyn Bridge / Pier 1 – Brooklyn, Atlantic Avenue / Pier 6 – Brooklyn, Red Hook – Brooklyn, Brooklyn Army Terminal / Pier 4 – Brooklyn, and Bay Ridge – Brooklyn;

Status of 7 Ferry Landings

Existing Landings – Governors Island and Brooklyn Bridge / Pier 1; existing landings with planned upgrades – Wall Street / Pier 11, Atlantic Avenue / Pier 6, Brooklyn Army Terminal / Pier 4; New Landings Planned – Red Hook and Bay Ridge.





Span of Service

Ferry Service to be provided seven days per week throughout the year; Daily service to be provided from 6:30 am to 10:00 pm; Weekday peak hour service from 7:00 am to 9:30 am and 4:00 pm to 6:30 pm; Weekday off peak hour service from 6:30 am to 7:00 am, 9:30 am to 4:00 pm and 6:30 pm to 10:00 pm. Weekend and Holiday service to be provided from 6:30 am to 10:00 pm.

Frequency of Service

Weekday Peak Headway scheduled in 30-minute intervals, beginning at 7:00 am; Weekday off-peak scheduled in 45-minute intervals. Weekend and Holiday Headway is scheduled in 45-minute intervals for the five summer months of April through August and in 60-minute intervals for the three months of March, September and October, and in 90-minute intervals for the four winter months of November through February.

Scheduled Travel Times

Schedules will not exceed the maximum 46-minute, one-way travel time; Planned peak and off-peak weekday schedules have a 43-minute travel time; Planned Weekend and Holiday schedules have a 43-minute travel time, except for the four winter months of November through February when travel time will be 40 to 45 minutes.

Route Schedules

Departures from Governors Island will land and then depart from Wall Street / Pier 11 ten minutes later, and then land and depart from Brooklyn Bridge / Pier 1 ten minutes later, and then land and depart five minutes from Atlantic Avenue / Pier 6, and then land and depart five minutes from Red Hook, and then land and depart seven minutes from Brooklyn Army Terminal / Pier 4, and then arrive six minutes thereafter at Bay Ridge landing. Schedule intervals between respective landings will be same in the opposite direction.

Performance Measurement and Monitoring

Reliable, scheduled ferry service will promote ridership, build loyalty and sustain economic operations. Positive customer experience is critical to the success of CFS. Hornblower employs the Marine Traffic Application coupled with a proprietary program to monitor and record vessel location, movements and arrival / departure times. Hornblower is confident that we will exceed the 90% on-time performance benchmark and surpass the CFS goals as defined by NYCEDC's Headway Adherence Target. On-time performance and adherence to NYCEDC stipulated maximum headways will be recorded for each run, compiled daily and reported monthly to NYCEDC.







Rockaway Route Design

Route Configuration

Wall Street / Pier 11 - Lower Manhattan, Brooklyn Army Terminal / Pier 4 -Brooklyn, Rockaway - Queens;

Status of 3 Ferry Landings

Existing Landings with planned upgrades - Wall Street / Pier 11 and Brooklyn Army Terminal / Pier 4; New Landings Planned – Rockaway.

Span of Service

Ferry Service to be provided seven days per week throughout the year; Daily service to be provided from 6:30 am to 10:00 pm; Weekday peak hour service from 7:00 am to 9:30 am and 4:00 pm to 6:30 pm; Weekday off peak hour service from 6:30 am to 7:00 am, 9:30 am to 4:00 pm and 6:30 pm to 10:00 pm. Weekend and Holiday service to be provided from 6:30 am to 10:00 pm.

Frequency of Service

Weekday Peak Headway scheduled in 60-minute intervals, beginning at 6:30 am; for both peak and off-peak services. Weekend and Holiday Headway likewise is scheduled in 60-minute intervals, beginning at 6:30 am; Weekend and Holiday headway for the four winter months of November through February will be 90-minutes.

Scheduled Travel Times

Schedules will not exceed the maximum 60-minute, one-way travel time; Planned peak and off-peak weekday schedules have a 52-minute travel time; Planned Weekend and Holiday schedules have a 52-minute travel time, except for the four winter months of November through February when travel time will be 58 minutes.

Route Schedules

Hourly departures from Wall Street / Pier 11 will land and then depart from Brooklyn Army Terminal / Pier 4 ten minutes later, and then arrive 42 minutes thereafter at Rockaway landing. Schedule intervals between respective landings will be the same in the opposite direction.

Performance Measurement and Monitoring

Reliable, scheduled ferry service will promote ridership, build loyalty and sustain economic operations. Positive customer experience is critical to the success





of CFS. Hornblower employs the Marine Traffic Application coupled with a proprietary program to monitor and record vessel location, movements and arrival / departure times. Hornblower is confident that we will exceed the 90% on-time performance benchmark and surpass the CFS goals as defined by NYCEDC's Headway Adherence Target. On-time performance and adherence to NYCEDC stipulated maximum headways will be recorded for each run, compiled daily and reported monthly to NYCEDC.

Shuttle Bus Service

Hornblower will operate shuttle bus service free of charge to all riders. The Rockaway Shuttle Bus is intended to support ferry ridership at the landing given the relatively limited existing MTA bus service to population centers and current unavailability of adequate parking spaces for Rockaway Landing ferry riders.

Two distinct routes are called for by the RFP requirements. One, "Rockaway West", serving riders from Belle Harbor, Seaside, and Rockaway Beach; the other route, "Rockaway East", serving riders from Averne and Hammels. Both routes will terminate at Beach 108th Street, transporting ferry riders to and from the Rockaway Ferry Landing. Rockaway West will extend as far westward as Jacob Riis Park and principally serve residents and visitors of the Neponsit, Belle Harbor, Rockaway Park, and Seaside communities; Rockaway East will extend as far eastward as Beach 67th Street and principally serve residents and visitors of the Averne and Hammels communities. Stops for the routes are anticipated to be co-located with bus stops used by the MTA and approved by NYCDOT. Hornblower intends to engage a qualified, best-in-class, third-party bus operator.

Hornblower will respond to NYCEDC's final determination regarding bus stops, hours and routes. Shuttle bus service will be coordinated to the Citywide Ferry Service docking schedule at Rockaway Landing. With ferry headway scheduled in 60-minute intervals, both the Rockaway West and Rockaway East shuttle buses will await the hourly arrival of the ferry and begin their respective routes after all ferry passengers have disembarked. With round trip shuttle travel times estimated at 40 minutes, both bus route schedules will allow a 10-minute layover at the point furthest from the ferry landing, i.e., Jacob Riis Park and Beach 67th Street, respectively.

A complete description of the shuttle buses and the capability of the third-party provider to satisfy the requirements of the RFP is attached (Appendix H). Customer service operating policy and communication plans will be included in Hornblower's Citywide Ferry System response plan. Likewise, branding and marketing will comply with system-wide requirements.





Lower East Side Route Design

Route Configuration

Wall Street / Pier 11 - Lower Manhattan, Grand Street – Manhattan, Stuyvesant Cove / 23rd Street, 34th Street, and Long Island City North; 3 vessels at peak, 1 vessel at off peak and weekend.

Status of 5 Ferry Landings

Existing Landings with planned upgrades – Wall St / Pier 11 and 34th Street; New Landings Planned – Grand Street, Stuyvesant / 23rd Street and Long Island City North.

Span of Service

Ferry Service to be provided seven days per week throughout the year; Daily service to be provided from 6:30 am to 10:00 pm; Weekday peak hour service from 7:00 am to 9:30 am and 4:00 pm to 6:30 pm; Weekday off peak hour service from 6:30 am to 7:00 am, 9:30 am to 4:00 pm and 6:30 pm to 10:00 pm. Weekend and Holiday service to be provided from 6:30 am to 10:00 pm.

Frequency of Service

Weekday Peak Headway scheduled in 20-minute intervals, beginning at 7:00 am; Weekday off-peak scheduled in 45-minute intervals. Weekend and Holiday Headway is scheduled in 45-minute intervals for the five summer months of April through August and in 60-minute intervals for the three months of March, September and October, and in 90-minute intervals for the four winter months of November through February.

Scheduled Travel Times

Schedules will not exceed the maximum 33-minute, one-way travel time; Planned peak and off-peak weekday schedules have a 23-minute travel time; Planned Weekend and Holiday schedules have a 23-minute travel time, except for the four winter months of November through February when travel time will be 30 minutes.

Route Schedules

Departures from Wall Street / Pier 11 will land and then depart from Grand Street six minutes later, and then land and depart five minutes from Stuyvesant Cove / 23rd Street, and then land and depart four minutes later from 34th Street, and then arrive eight minutes thereafter at Long Island City North landing. Schedule intervals between respective landings will be the same in the opposite direction.





Performance Measurement and Monitoring

Reliable, scheduled ferry service will promote ridership, build loyalty and sustain economic operations. Positive customer experience is critical to the success of CFS. Hornblower employs the Marine Traffic Application coupled with a proprietary program to monitor and record vessel location, movements and arrival / departure times. Hornblower is confident that we will exceed the 90% on-time performance benchmark and surpass the CFS goals as defined by NYCEDC's Headway Adherence Target. On-time performance and adherence to NYCEDC stipulated maximum headways will be recorded for each run, compiled daily and reported monthly to NYCEDC.

Soundview Route Design

Route Configuration

Wall Street / Pier 11 - Lower Manhattan, East 62nd Street - Manhattan, East 90th Street - Manhattan, and Soundview - the Bronx;

Status of 4 Ferry Landings

Existing Landings with planned upgrades – Wall Street / Pier 11; New Landings Planned – East 62nd Street, East 90th Street and Soundview.

Span of Service

Ferry Service to be provided seven days per week throughout the year; Daily service to be provided from 6:30 am to 10:00 pm; Weekday peak hour service from 7:00 am to 9:30 am and 4:00 pm to 6:30 pm; Weekday off peak hour service from 6:30 am to 7:00 am, 9:30 am to 4:00 pm and 6:30 pm to 10:00 pm. Weekend and Holiday service to be provided from 6:30 am to 10:00 pm.

Frequency of Service

Weekday Peak Headway scheduled in 30-minute intervals, beginning at 7:00 am; Weekday off-peak scheduled in 45-minute intervals. Weekend and Holiday Headway is scheduled in 45-minute intervals for the five summer months of April through August and in 60-minute intervals for the three months of March, September and October, and in 90-minute intervals for the four winter months of November through February.

Scheduled Travel Times

Schedules will not exceed the maximum 45-minute, one-way travel time; Planned peak and off-peak weekday schedules have a 35-minute travel time; Planned Weekend and Holiday schedules have a 35-minute travel time, except

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for the four winter months of November through February when travel time will be 40 minutes.

Route Schedules

Departures from Wall Street / Pier 11 will land and then depart from East 62nd Street 12 minutes later, and then land and depart eight minutes from East 90th Street, and then arrive 15 minutes thereafter at Soundview Landing. Schedule intervals between respective landings will be the same in the opposite direction.

Performance Measurement and Monitoring

Reliable, scheduled ferry service will promote ridership, build loyalty and sustain economic operations. Positive customer experience is critical to the success of CFS. Hornblower employs the Marine Traffic Application coupled with a proprietary program to monitor and record vessel location, movements and arrival / departure times. Hornblower is confident that we will exceed the 90% on-time performance benchmark and surpass the CFS goals as defined by NYCEDC's Headway Adherence Target. On-time performance and adherence to NYCEDC stipulated maximum headways will be recorded for each run, compiled daily and reported monthly to NYCEDC.

East River Ferry Route Design

Route Configuration

Wall Street / Pier 11 - Lower Manhattan, Brooklyn Bridge /Pier 1 - Brooklyn, So. Williamsburgh - Brooklyn, No. Williamsburg - Brooklyn, Greenpoint - Brooklyn, Long Island City South - Queens and 34th Street - Manhattan; 3 vessels at peak, 2 vessels at off peak, 1 or 2 vessels weekend depending upon season.

Status of 7 Ferry Landings

Existing Landings – Brooklyn Bridge / Pier 1, So. Williamsburgh, No. Williamsburgh, Greenpoint and Long Island City South. Existing landings with planned upgrades – Wall Street / Pier 11 and 34th Street.

Span of Service

Ferry Service to be provided seven days per week throughout the year; Daily service to be provided from 6:30 am to 10:00 pm; Weekday peak hour service from 7:00 am to 9:30 am and 4:00 pm to 6:30 pm; Weekday off peak hour service from 6:30 am to 7:00 am, 9:30 am to 4:00 pm and 6:30 pm to 10:00 pm. Weekend and Holiday service to be provided from 6:30 am to 10:00 pm.





Frequency of Service

Weekday Peak Headway scheduled in 20-minute intervals, beginning at 7:00 am; Weekday off-peak scheduled in 30-minute intervals. Weekend and Holiday Headway is scheduled in 45-minute intervals for summer and shoulder seasons and 90-minute intervals during the winter months.

Scheduled Travel Times

Schedules will not exceed the current 57-minute off-peak, one-way scheduled travel time; Planned peak and off-peak weekday schedules maintain the current 30-minute travel time; Planned Weekend and Holiday schedules follow the current 57-minute travel time, except for the winter months when travel time will be 55 minutes.

Route Schedules

Departures from Wall Street / Pier 11 will land and then depart Brooklyn Bridge / Pier 1 five minutes later, and then land and depart from So. Williamsburgh five minutes later, and then land and depart from No. Williamsburgh five minutes later, and then land and depart from Greenpoint five minutes later, and then land and depart from Long Island City South five minutes later, and then arrive five minutes thereafter at 34th Street landing. Schedule intervals between respective landings will be the same in the opposite direction.

Performance Measurement and Monitoring

Reliable, scheduled ferry service will promote ridership, build loyalty and sustain economic operations. Positive customer experience is critical to the success of CFS. Hornblower employs the Marine Traffic Application coupled with a proprietary program to monitor and record vessel location, movements and arrival / departure times. Hornblower is confident that we will exceed the 90% on-time performance benchmark and surpass the CFS goals as defined by NYCEDC's Headway Adherence Target. On-time performance and adherence to NYCEDC stipulated maximum headways will be recorded for each run, compiled daily and reported monthly to NYCEDC.

Shuttle Bus Service

Hornblower will operate shuttle bus service free of charge to all riders. The East 34th Street shuttle bus is intended for the Midtown East neighborhood, continuing the successful connecting service to the East 34th Street Landing for passengers of existing East River Ferry service.



The Shuttle bus route will extend westward along 34th Street, then proceed north up Sixth Avenue, turn eastward onto 48th Street, continue to Lexington Avenue, turn southward and

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proceed back to 34th Street, turn eastward and return to the East 34th Street Landing. Stops for the route are anticipated to be co-located with bus stops used by the MTA and approved by the NYCDOT. Hornblower intends to engage a qualified best-in-class, third party bus operator.

Hornblower will respond to NYCEDC's final determination regarding bus stops, hours and routes. Shuttle bus service will be coordinated to the Citywide Ferry Service docking schedule for the East River Ferry Route at East 34th Street Landing. With weekday peak ferry headway scheduled in 20-minute intervals, peak hour shuttle buses shall proceed along the route in a continuous oneway loop, with bus departures from East 34th Street Landing tied to coincide with ferry arrivals. With weekday off-peak and weekend/holiday headways scheduled in 30-minute and 45-minute intervals, respectively, shuttle buses will layover at the East 34th Street Landing until ferry arrival.

A complete description of the shuttle buses and the capability of the third-party provider to satisfy the requirements of the RFP is attached (Appendix H). Customer service operating policy and communication plans will be included in Hornblower's Citywide Ferry system response. Likewise, boarding and marketing will comply with system-wide requirements.

Detailed Route Schedules

Individual Detailed Route Schedules for Astoria, South Brooklyn, South Brooklyn Governors Island, Rockaway, Lower East Side, Soundview and East River Ferry are attached (Appendix G).





Financial Assumptions

Financial Statements

Respondent should include the following:

- Two years financial statements, plus evidence of payment of all applicable taxes for berthing sites managed in New York City. See Appendix L.
- The Respondent for the Citywide Ferry System proposal is Hornblower. The financial statements attached in Appendix L are for Hornblower Holdings, Inc. and its subsidiary companies which include Hornblower Cruises & Events, Statue Cruises, LLC, Alcatraz Cruises, LLC and Hornblower Niagara Cruises. Terry MacRae is the Chairman and Chief Executive officer and the sole-owner for Hornblower and is also a primary shareholder for HMS Global Maritime.
- The Respondent does not berth any vessels in New York City.

Pro Forma Statements

Please see Appendix F for Pro Forma projections for the routes, Astoria, Rockaway, South Brooklyn, Lower East River, Soundview, Alternate- East River Ferry and South Brooklyn with Governors Island. Two Comprehensive Pro Forma projections are also included for the five routes and the five routes plus Alternate – East River Ferry. To supplement the Pro Forma projections, supplemental exhibits are included to provide further detail to projections and assumptions.

Hornblower focuses on the customer experience and ensuring that the products it offers are engaging and of high quality. The Company has put these projections together based on the information provided by the New York City Economic Development Corporation for this proposal and its own research and analysis.

Ridership Projections

Hornblower determined the number and size of boats required under normal operations for Peak and Off-Peak hours and for weekdays and weekend. Departure schedules were determined given the maximum headway in Table 4.5 in the Request for Proposal ("RFP"). To estimate ridership projections, Peak and Off-Peak weekday ridership were determined using information provided from the 2013 Citywide Ferry study and the Citywide Ferry System Request for Proposal. The type of rider, commuter versus recreational, the seasonality, and alternative means of transportation in New York City were

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analyzed for demand and capacity considerations when deriving the average passenger information for weekdays and weekends.



Passenger projections for embarking and disembarking at each Landing during the Peak weekday periods was based again on information provided in the 2013 Citywide Ferry study as well as research done on growth trends and transportation requirements in the proposed route areas.

The ridership assumptions do not specifically contemplate multi-fare plans at the \$2.75 ticket fare. For purposes of the projections, no surcharges for bicycles or fuel or discounts are considered in ridership projections. However, it is anticipated that discounts could be provided if bicycle or fuel surcharges were added to future ticket prices to offset any fare discounting.

Ridership projections by route for Year 1 and ridership summary projections by Route can be found in Appendix F, with detailed assumptions, average weekday and weekend ridership, and passenger projection for embarking and disembarking at each Landing during morning and evening peak periods.

Financial Projections

Revenue Projections

Revenue from ticket fares is based on projected ridership and a ticket price of \$2.75. For pro forma purposes, the ticket price is assumed to remain at \$2.75 for five years. It is anticipated that concession revenue will be derived from prepackaged, locally sourced food and beverage selections.





Projections for advertising and overall marketing are based on the Company estimates. An overall branding and marketing strategy is difficult to forecast and projections could change as the Company obtains more information about sponsorship and advertising opportunities.

Detailed information about revenue assumptions can be found in the Revenue Assumptions Exhibit, the Profit and Loss Statements Exhibits by Route and the Comprehensive Response Profit and Loss Statement, Financial Assumptions, Start-up, Equipment and Working Capital Requirement Exhibits in Appendix F.

Cost of Ferry Operations

Operating costs are based on the Company's experience with ferry boat services from its National Park Service concessions, New York commuter ferry operations, boat tours in Niagara Falls, Canada, sightseeing boat tours in New York City, Sacramento and San Diego, and the seasonal waterbus ferry operating in Southern California, as well its dining and event cruises in California and New York City. It is assumed that after Year 1, expenses will increase annually by 3%. Detail of operation costs can be found in the Profit and Loss Statements Exhibits by Route and the Comprehensive Response Profit and Loss Statement Exhibits in Appendix F

- •
- Fuel costs are based on vessel operating hours, vessel size, engine
 efficiency and gallons used per hour. See Vessel trips per Day, Vessel
 Hours Underway, Scheduled Boat Services and Fuel Assumption
 Exhibits in Appendix F.
- Staffing requirements are based on individual routes, vessel operations, the number of vessels required during Peak and Off-Peak hours, and US Coast Guard regulation requirements. Assumptions were made for the number of shifts and hourly rates for captains and deckhands, as well overtime factors. See Crew Wages Assumptions Exhibit in Appendix F.
- Management overhead costs include general and administrative and marketing expenses that are required to support the ferry operations.
 See Management Overhead Assumptions Exhibit in Appendix F for detail of what is included.
- Repairs and maintenance costs are based on the Company's experience of maintaining its own fleet of 65 vessels.

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- Insurance costs are based on quotations from the Company's insurance broker and coverage will be adequate and within any additional requirements made by the NYCEDC.
- Landing fees are based on the anticipated number of landings for a particular route and cost information provided by the New York City Department of Transportation. See Landing Fee Assumptions Exhibit in Appendix F.
- Vessels are assumed to be leased from one of the Company's affiliates or other institutional lessors, based on a percent of the acquisition cost.
 See Charter Fee Assumptions Exhibit for Detail by Route and Vessel in Appendix F.
- Vessel depreciation and interest costs are zero because of the assumption that the vessels will be acquired and financed by a third party who will lease the vessels to the Company.
- Other expenses include vessel fees, berthing, dry dockings, environmental services, operating supplies and support costs, utilities, water and refuse, training, uniforms, and depreciation for capital investments other than vessels. For detail on other expenses, see Depreciation Summary and Other Operations Expense Assumptions Exhibits in Appendix F.
- Contingency is for unanticipated or extraordinary costs and is based on a percentage of annual ferry service costs.

Cost of Shuttle Bus Operations

Shuttle bus costs are based on the requirements set forth in the RFP for the Rockaway and Alternate – East River Ferry routes. For Year 1, it is anticipated that these services will be contracted to a third party.

System Support Services

Hornblower is very familiar with implementing and maintaining several ticketing systems and as well as customer service and public relations, which are important for communication. Interacting with over 16 million passenger per year, the Company has exceptional experience with delivering an amazing experience and quality product. Cost projections were determined by reviewing the requirements needed to support the operations and Hornblower's experience derived from its affiliate operations. See System Support Services Exhibit in Appendix F.





Pre-Launch Requirements

Develop standard operating procedures and protocol, ("SOP").

Hornblower will participate in the pre-launch system, planning, testing and validation to ensure system safety, security, interoperability, and customer service experience. Hornblower will address NYCEDC concerns and objections as we develop standard operating procedures and protocol upon selection of this service.

Create a unified system of governance of operations.

Hornblower will coordinate with NYCEDC to create a unified system of governance for operations upon selection of this service.

Test and validate using a stress test ("Stress Test") methodology.

Hornblower will engage the services of ISO METRIX, INC., or other similar service provider, to coordinate with the NYCEDC to complete the entire "Stress Test" process and system certification during the anticipated period of two months. ISO METRIX, INC. is a third party internal auditing service retained for our ISO 9001 (Quality Management), ISO 14001 (Environmental Management) and OHSAS 18001 (Health & Safety Management) management system audits. Hornblower will fully participate and contribute with vessels and staff on the development, testing, validation, and certification upon selection of this service.

ADA & LL68 Compliance

Hornblower will deliver to the City of New York a Citywide Ferry System that is safely designed for all of our prospective passengers. We believe that no individual should be excluded from waterborne transportation, especially those living with disabilities. The Citywide Ferry System will be accessible for all passengers and meet the requirements of the Americans with Disabilities Act (ADA) and Local Law 68 of 2005 – Accessible Water Borne Commuter Services Facilities Transportation Action of 2005 (LL68).

Hornblower has a history of working alongside organizations, such as the United Spinal Association, dedicated to enhancing the quality of people living







with disabilities. With the support of such organizations, we extensively train our staff on assisting passengers with disabilities to ensure that a positive customer experience is never compromised.

Hornblower takes pride in supporting the needs of all of our passengers. The Citywide Ferry System will be managed with special attention to the design and construction criteria for each (a) point of embarkation and disembarkation, (b) gangways, (c) transition plates, (d) onboard maneuvering space and clear paths, (e) clear deck spaces, (f) tie-down systems, (g) toilet rooms, and (h) vessel loading equipment. Each area of compliance is identified in our vessel specifications. In addition, Hornblower will display all signage and communication, including but not limited to schedules, rates, departure and arrival information in accordance with the ADA and LL68.

Safety

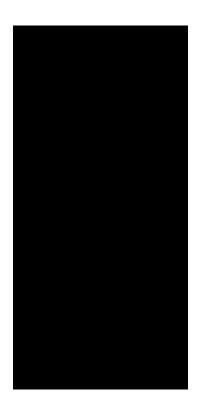
The Safety Culture

Safety is paramount and is never compromised. The safety of our crew and passengers is our number one priority. We maintain a successful safety culture that is supported from executive management to front-line crew. Our integrated management system, RESPECT, incorporates multiple facets of our operation, with a special focus on health and safety. Our RESPECT management system was developed using ISO 9001 (Quality), ISO 14001 (Environmental) & OHSAS 18001 (Health & Safety) standards. Hornblower's largest operating ports have received certifications for these international standards.

Our safety management teams are comprised of managers with extensive years of experience and education in commuter ferry service, passenger vessel service, inland and international maritime services. Our management teams meet on a regular basis to discuss all safety-related injuries and incidents.

The safety teams within each port review incidents and perform root-cause analysis. They discuss the implementation of preventative and corrective actions when deemed necessary. Our port operators also coordinate additional investigatory services through our insurance providers and their investigators on a case-by-case basis.

Our safety process includes the continual review of safety-related decisions for effectiveness made throughout the investigation process. This approach has proven to be successful. Our safety record has steadily improved over the course of our business life cycle with 2014 resulting in the lowest number of







incidents and injuries reported in New York. Statue Cruises and Liberty Landing Ferry had no serious marine incidents reportable via United States Coast Guard Form 2692 in 2014.

In addition, any incidents that require reporting to the USCG will be immediately reported to NYCEDC.

Crew Familiarization and Safety Training

A strong training program is at the forefront of our successful safety management system. The training program implemented by Hornblower incorporates multiple methods of training styles including, (1) Classroom, (2) Hands-on and (3) Computer-based training (CBT) methods. This wide array of training styles help promote the most prepared crew in the industry, as demonstrated by our numerous port accolades issued by the United States Coast Guard.

On multiple occasions, the United State Coast Guard - Sector New York has recognized Hornblower and Crew for responding to life saving emergencies.

Our crew familiarization training includes an extensive library of safety-related topics, including, but not limited to: CPR, Crowd Control, Customer Service, First Aid, Fire Fighting, Environmental Protection, Passenger Management and Security. We also utilize training material provided from professional associations, such as the Passenger Vessel Association (PVA).

As part of our continual training, we conduct vessel-related drills at a greater frequency than required by federal regulations. These drills include, but are not limited to: Abandon Ship, Man Overboard, Fire, Spill Response and Security response.

We train our vessel staff to meet 100% CPR and First Aid certification through American Safety and Health Institute (ASHI) standards. Our fleet of vessels are outfitted with Automated External Defibrillators (AED) onboard each vessel in case of emergency. All crew are trained to operate an AED in an emergency.

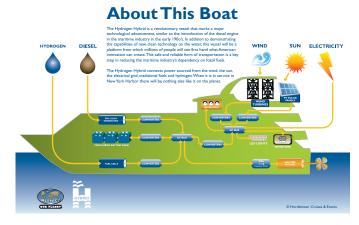
We encourage and motivate our employees to actively participate in our safety culture. Internally, we develop and distribute a quarterly Safety Bulletin to all employees. Safety Bulletins encompass key areas of safety focus to further the communication of safety importance in our ports. On a monthly basis, we select a Safety Champion that is recognized for their safety contributions and rewarded for their commitment to safety.





Environmental Safety

Hornblower is the leader in environmental innovation in the passenger vessel industry. Hornblower has introduced hybrid technology into our operations with multiple vessels supporting hybrid technology, including the *Hornblower Hybrid* in the Port of New York. In fact, three additional vessels based in our west coast operation underwent an adaptive re-use process of converting existing vessels into a complete hybrid power conversion. These vessels are the *Hybrid*, *Alcatraz Clipper* and *Alcatraz Flyer*. Our environmental advances in the area of engineering and technology are a critical piece to



the future and support of the natural well-being of the environment.

Hornblower is committed to identifying and researching eco-friendly alternatives that will conserve our natural resources. All Hornblower vessels use only the cleanest Ultra Low Sulphur Diesel fuel. We support the safety of the environment through the training of our crew and outfitting our vessels with spill response equipment to protect and maintain our waterways.

Onboard our vessel, we introduced cutting-edge eco-friendly cleaning products to minimize the impact on the environment. These products are designed for the environment and help our crew keep our vessels clean. The use of these cleaning products helps minimize the spreading of germs and viral outbreaks, all while by being safe for crew and passenger health. In addition, the promotion of good housekeeping techniques onboard our vessels helps support our goal of preventing slips, trips and falls.

Hornblower will call upon it's 35 years of experience to proactively minimize vessel wake, noise and other emissions. We are committed as an organization to respect our environment (Appendix M).

We work with agencies like the Environmental Protection Agency to utilize and develop green power. As part of our Green Power Partnership, we utilize Renewable Energy Certificates (REC) for 100% of our New York/New Jersey electricity usage, which is equivalent to 382,651 lbs of CO2 avoided or annual greenhouse gas emissions from 413,256 miles driven by an average passenger vehicle.

The characteristics and service demands called for in this RFP do not lend themselves to current hybrid technology. The frequency of service, operating speeds specified and relatively short docking durations render plug in and similar electric/battery solutions ineffective. In fact, alternative fuel options are more likely to develop as realistic choices for the future.





Hornblower has unmatched experience with both hybrid and alternative fuel applications. If selected as NYCEDC's Citywide Ferry System Operator, Hornblower will pursue and evaluate the most favorable and practical alternatives for the next generations of New York City ferry boats.

Role of Security in Safety

The focus of safety is not limited to our passengers, crew and equipment. Hornblower has been safely and securely transporting passengers to the most iconic monuments, museums and attractions including the Statue of Liberty, Ellis Island, Alcatraz Prison and Niagara Falls. We operate in the largest cities in North America in New York City, San Francisco, Los Angeles and San Diego. Our operational experience in these highly visible markets is invaluable during these times of heightened security. We remain vigilant and focused on the safety of all areas of our operations.

As part of our emergency preparedness, we provide our Captains and First Officers with Vessel Security Officer (VSO) certification through professional training performed by a leader in the Maritime Security industry. We conduct an annual security exercise that tests our security protocols and watchfulness on the water. Each of our vessels and crews are required to participate. At the completion of the exercise, we review the results and develop lessons learned that are utilized to improve our system.

The use of modern technology is an asset to our safety and security operations. Our fleet is outfitted with security equipment including CCTV and Forward Looking Infra-Red (FLIR) capability. This equipment plays a pivotal role in the safety of our passengers, crew and vessels. The CCTV provides the VSO and CSO with real-time footage of the key areas onboard the vessel. The FLIR provide excellent visibility during darkness and periods of limited visibility. Each piece of equipment plays a vital role to our safety system with special emphasis on security.

Safety Management Plan

Respect Our Planet. Respect Our Crew. Respect Our Resources.

Hornblower developed an integrated management system for our Health & Safety, Environmental and Quality systems. We call this our RESPECT Management System.

The RESPECT Management System was developed using the standards set forth by the international standards of ISO 9001 (Quality), ISO 14001 (Environment) and OHSAS 18001 (Health & Safety). It has been successfully implemented into each of our ports.







Our management system identifies targets and objectives which are developed through an extensive management review process each year. Each Target and Objective is reviewed throughout the year for measurement and effectiveness.

The specific risks, benefits and concerns are identified in our management plan for ISO 9001 (Quality), ISO 14001 (Environment) & OHSAS 18001 (Health & Safety). On an annual basis our written RESPECT management plan and system undergoes an internal audit conducted by ISO Metrix, Inc. In addition, a third party external certification audit is conducted by KPMG. Our Safety Management process will incorporate oversight and safety committees as an integral component of our involvement in the Citywide Ferry System.

Hornblower Maintenance Management Resources

Hornblower employs **WheelHouse Fleet Solutions** Maintenance Software to manage vessel maintenance and related inventories for its entire fleet. The program enables Hornblower to anticipate and schedule vessel maintenance tasks as well as to record repairs and document vessel compliance and readiness.

WheelHouse Fleet Solutions is a comprehensive web based solution for managing the maintenance, inspection and repair of systems and equipment to enhance the reliability, safety, and performance of individual vessels and fleets. WheelHouse provides both the framework and the data content to ensure all of the maintenance and



inspection recommendations of the vessel builder, equipment manufacturers, and regulatory agencies are cataloged and performed at pre-established intervals. Vessel systems and equipment that are maintained in accordance with manufacturer's recommendations are less likely to have major equipment failure or vessel damage/loss caused by insufficient/ incorrect maintenance, corrosion, chafe, unusual wear, vibration, and other anomalies.

WheelHouse provides a disciplined approach to vessel maintenance that provides run-time and calendar-time alerts so that the owner/operator is aware of required or recommended maintenance as it comes due. In addition, WheelHouse provides the owner/operator with the maintenance or inspection procedure and associated manufacturer documentation, parts, and special tools necessary to complete the task. Further, completed maintenance and inspections are recorded in maintenance history providing a record of work performed.













Concession Plan

Snack bars and other food concession services are not traditional on vessels operating short commuter runs. Hospitality is at the core of the Hornblower mission. Therefore, concession areas will be located on the main deck of each vessel. In the morning, commuters will select from a variety of prepackaged breakfast items such as granola, yogurt and muffins, always fresh and locally sourced. The menu options will reflect Hornblower's core value of sustainability.

All vessels will have a full service coffee bar and free WiFi. Commuters will have the option to enjoy a refreshment, surf the web, work remotely or relax during their trip with their laptop as they enjoy the ride aboard our vessel.



Ticket Operations

Hornblower is experienced in implementing fare validation/ticket collection process, supported by an integrated ticketing system. Our entire process is seamless as the guest will have the option of purchasing single or multiple tickets at the \$2.75 rate prior to departing from their point of origin or return. Guests will have the option to purchase from our website, from our Ticketing Vending Kiosks, or aboard our vessels while vessels are underway. Every guest will have ticket in hand or board and purchase a ticket for their trip on our vessels. Guests may also purchase tickets for future trips from any Ticket Vending Kiosk.

In lieu of specific discounts for seniors, small children, students and riders with disabilities which would impact possible subsidy of the service we propose to work with NYCEDC to determine a mutually beneficial discount structure. The Hornblower Citywide Ferry System will allow free transfers.

Tickets purchased in advance at either the departure point or online in many cases can be made minutes before boarding any of the various departure points. Our validation process will rely upon scanning tickets as guests board to confirm tickets are valid. In the event that scanning is not possible for whatever reason barcodes can be retrieved to process the ticket when the network is operable.

The Hornblower team is well versed in the use of ticket validation systems as we utilize these systems in our operations at Statue Cruises, Alcatraz Cruises and Hornblower Niagara Cruises on a daily basis. We process approximately tickets per day among the three services.







Staffing Plan for managing queues

Hornblower has extensive experience in implementing Queue Management Systems to accommodate guests that visit the Statue of Liberty National Monument, Ellis Island National Immigration Museum, Alcatraz and Niagara Falls.

A series of video monitors will be provided at each departure point to notify riders of any updates or notifications relevant to the service. The units will be constricted of durable and site appropriate materials that shall respond to the specifications of NYCEDC. The units themselves will be powered through a combination of battery and solar power. Graphic panels will provide a rugged and durable solution for engaging riders as they move through the queue prior to boarding vessels.

The Queue Management System will consist of "soft" stanchions to outline the waiting area for riders, cameras which will allow our personnel to react as needed, PA system to inform riders of current service level as well as status of arriving vessels. The stanchion

system will allow for clear and controlled queues to assist riders with purchasing tickets or boarding our vessels directly from the landing platform.

Hornblower ability to partner with the NYCEDC (System Coordination)

We recognize that there are numerous levels of management within the NYCEDC similar to our experience with the National Park Service. Each management level has its own internal communication systems - some formal and some informal that have to be understood and followed in order to meet the mission of serving the public.

The Superintendent of a National Park unit has ultimate responsibility for protecting a park's resources and overseeing operations on the parklands under his supervision. This includes the diverse responsibilities of resource management, campground operations, maintenance, interpretation, visitor services, contracting, law enforcement, personnel actions, concessions management, etc., that are involved in operating a park. The Superintendent manages this myriad of activities by delegating responsibilities to various Division Chiefs representing each discipline, their supervisory staff, and eventually down to the field level personnel who have primary contact with the public and park resources.





Park Rangers manage day-to-day visitor service and interpretive operations. The Rangers serve as the daily point-of-contact for the concession and cooperating association staffs who also work at the Park.

Our goal will be to adapt and follow standard operating procedures similar to those employed by the NPS and to similarly maintain a seamless partnership with NYCEDC. We will respect lines of communication to ensure that NYCEDC staff is apprised of our on-going activities, schedules, and needs. We are also committed to hiring the most appropriate staff who will accomplish our joint goals through both formal and informal channels of communication.



Pier 15

As concessioner of ferry service to the Statue of Liberty National Monument and Ellis Island, Hornblower has developed an efficient system of communication between the Park and ferry operations. Throughout our history, we have developed partnerships with various entities that strengthen relationships, always providing seamless flow of information between ourselves, our regulatory partner and the community at large. Hornblower is willing to ensure a unified customer experience working in coordination with NYCEDC, the City, contractors and other operators.

We believe that NYCEDC and Hornblower will work together to establish a true partnership. We look forward to expanding our close working relationship with NYCEDC as we participate in coordination meetings to review lessons learned to improve the Citywide Ferry System.

Formal Communications

Hornblower's Chief Operating Officer or designee will be the principal liaison with the NYCEDC. All communication with regard to operating conditions will be addressed via our "Where is my boat?" application with information such as arrival times, service or route changes and other relevant information in real time. A variety of media including Email, SMS texts as well as Call Center Agents will be utilized to manage all of our ridership communication needs.

Traveler Information Requirements

A comprehensive traveler information system, blending the latest technological advances in map and street data, real time GPS information, predictive analysis algorithms to pull, convert and push real time information to riders. Hornblower





will provide a platform to empower riders with real time ETAs through their phones and web based connections to be better equipped to transfer from Ferry to Shuttle Bus or other modes of transportation.

Hornblower will incorporate Service Interface for Real Time Information to provide real time information about schedules and vessels together with general information related to the operation of the service. The information will be utilized to provide real time departure information for each vessel to display on barges as well as sending the information via our notification systems.

Hornblower will incorporate Google Transit Feed Specifications – formatted data for schedules and routes on our website and to major data users such as Google Maps, Bing Maps, Yahoo and any other notable data users.

Ticketing System

Hornblower has extensive experience with ticketing systems designed to simplify the user experience and monitor ridership throughput. We also provide a high quality, efficient and uncomplicated online ticketing system.

All of our tickets are sold through the Gateway Ticketing System via any of our Sales Channels (Web, Call Center, Ticket Vending Kiosk and Vessel). The following information is printed on all tickets – date sold, type of ticket, price of ticket. A bar code is generated on every ticket to confirm it is a valid ticket



in our system. Our vessel personnel will scan all tickets as riders board our vessels to ensure the tickets are valid for our services. Once the ticket is scanned and marked in our system, the ticket is cancelled. This feature protects against unauthorized use and counterfeiting.

Hornblower has extensive experience working with mobile points of sale as well as Kiosks to meet the needs of the many ticketing operations within the organization. In various locations throughout our organization we have worked to simplify the ticket sales process to the benefit of the end user.

Fare Media, Fare Issuance, Fare Validation

The fare media will consist of 2 inch x 5 inch 300 DPI Thermal Ticket. The tickets sold at either the Ticket Vending Kiosk or aboard the vessels will be identical. The tickets ordered via our mobile solution can be redeemed at the Kiosk located at the departure point.





Ferry Riders will be able to purchase tickets and receive proof of payment from the Ticket Vending Kiosk on the barge prior to boarding a vessel. Riders will have the ability to purchase tickets via a mobile friendly application which will be integrated with the traveler information application.

Our validation process will consist of scanning tickets as guests board to confirm tickets are valid. In the event that scanning is not possible for whatever reason barcodes can be removed to process the ticket when the network is operable.

Marketing

Marketing Objectives

Target Markets

•

Branding & Marketing Strategies

Establish a Citywide Ferry identity that will support customer service and promotes marketing efforts. The keys to effectively establishing any identity or brand are clarity, consistency and repetition. The following initial steps will be utilized in creating a brand within the five boroughs of New York City.

- Selection of name under which to market commuter services
- Develop logo with NYCEDC
- Establish position for new brand

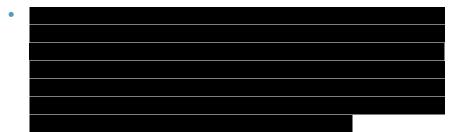




- Decal all vessels/shuttle buses with new identity
- Include regional identity in regional and local guides, websites and other communication materials

The overall goal of this project is to make the Citywide Ferry System available to all persons within the five boroughs of New York City who need transportation. An important task of this project is to create a unified program that will provide clear and complete information regarding regional and local services within the boroughs of New York City. The following strategies call for this coordinated information to be available through a variety of channels.

• Establish a call center with the ability to support numerous languages



- Produce Traveler Information Guide
- Produce Advertising & Collateral Materials
 - Development of ads as well as brochures to promote the Citywide Ferry System. A call to action will be featured in ads and Public Service Announcements – Call or visit our website for your free Citywide Ferry System information guide.
- Establish distribution network for Traveler Information Guide & Collateral Materials
 - The network will include high traffic locations within each community, as well as locations specifically frequented by members of the target markets.
- Establish a user-friendly website
 - The creation of the Traveler Information Guide will support a
 website which will mirror the content and look of the Information
 Guide. Once the website is online it can link to municipal websites,
 including BIDs and NYC & Company websites as well as all mass
 transit websites.
 - The website will include all relevant rider information including but not limited to schedules, fares, fees and all policies associated with the Citywide Ferry System.

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- The website will be compatible across Android, Blackberry and IOS operating systems as well tested on at least three browsers (Chrome, Safari and Firefox). In the same fashion as every website within our organization, our website will have a 24/7 guaranteed up time during the term of our agreement.
- Maximize media exposure for Citywide Ferry System through regular news releases
 - Development of a press release calendar
 - Feature stories about users of the CFS
 - Implement PSA campaign to promote availability of Guide and website. When the Guide and website are introduced, PSAs will be distributed to all radio stations we are working with to promote the CFS.
- Create and implement testimonial advertising campaign
 - Customer testimonials are effective and highlight our communication strategy to introduce the CFS. Hornblower will strive to highlight riders who are demographically similar to potential users who will communicate the message that our new service is "for all people".
 - Recruit testimonials by allowing vessel crew to engage with riders who are comfortable with being testimonial candidates.
 - Develop ads to promote the campaign focusing on the benefits that riders derive from using the CFS.
- Encourage usage of the Citywide Ferry System
 - Conduct targeted marketing and outreach for specific services
 - Issue releases to local newspapers and radio stations
 - Employ ads in local papers including route and schedule details
- Conduct targeted marketing and outreach to high potential users
 - The travel needs of visitors to the five boroughs of New York
 City requires providing services that are highly convenient and
 specialized, such as connecting visitors to the Statue of Liberty
 National Monument and Ellis Island to the benefits and features of
 utilizing the Citywide Ferry System.
 - To Promote CFS services to local/national organizations to target inbound travelers to New York City.





Market Research

Market research is valid as a supplement not as the sole resource to understand the customer. Passion for the customer is more important than years of marketing experience. Hornblower marketing personnel spend time in the field – aboard our vessels, listening to customers as they interact with crew. Hornblower will also work with NYCEDC, Metropolitan Waterfront Alliance, Regional Plan Association and NYC & Company to collect relevant data that can be used to continually improve services offered to the public.

Marketing Mix

Hornblower will employ a wide range of advertising communications and promotion to achieve market goals. Research on the demographics of our target market suggests that the most effective communication will come through advertising in several types of media including trade publications, travel guides, newspapers, online travel sites, local radio as well as a digital marketing campaign.

Radio

- 1010 WINS
- WNYC
- Bloomberg Radio

Print

- AAA Publishing
- Daily News
- New York Post
- New York Times
- New York Magazine
- Time Out New York

Transit

- MTA NYC Transit Bus & Subway
- Airports JFK, LaGuardia, Newark International Airport

Social Media

Hornblower will utilize the leading social media platforms -

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- Facebook
- Twitter
- YouTube
- Pinterest
- Flickr
- LinkedIn
- Google+

Primary focus of our Social Media Strategy

- Disseminate service advisories (in addition to SMS service alerts)
- Support customer service
- Collect feedback from riders
- Respond to rider questions and requests
- Support public relations efforts
- Engage with online conversations about CFS
- Create goodwill and build support for CFS

Customer Communication

Hornblower understands the important mission of transporting the City's residents, visitors and tourists efficiently and safely aboard our vessels in support of the Citywide Ferry System. We will provide on time service to all departure points every day. In order to reach this goal, effective communications between our organization and riders is critical. Our primary method of communication will be direct contact as well as through our marketing efforts. Our goal is to deliver excellent customer service to all riders that utilize the Citywide Ferry System. It is crucial to collect comments as we strive for a high level of quality service.

The public will be informed about route changes and schedules. Hornblower's "Where is my boat?" application will be an important communication tool. Riders will receive direct mailings, local newspaper ads, press releases, newsletters, social media notifications and any other channels available to communicate with riders. Communication is critical to ensure riders are aware of operating status. Our website will support a contact us page which will list our toll free phone number, our TTY phone number, mail address and email address. Our





riders will also have the option to fill out our online form directly on the contact us page of our website. All inquiries will receive a response within 48 hours from the point we receive the inquiry.

Public Relations

Along with paid media advertising, earned media will help build awareness for the Citywide Ferry System. Hornblower will initiate an aggressive public relations effort to enhance the CFS visibility within the five boroughs of New York City. This effort will be enhanced by the direction of a Public Relations agency.

Hornblower will provide a regular stream of information about the Citywide Ferry System to tout the benefits of the service to media outlets. Hornblower will engage a public relations agency that is well versed in the fabric of New York City to provide a regular stream of information for local media contacts and creating and implementing a news release calendar.

The news release calendar will identify topics for the next 3-6 months and updated monthly to reflect changes and news story ideas. Some news release topics will be relevant for citywide distribution; others may be of more localized interest.

Possible news release topics would include:

- New vessels specific for the CFS service, especially low emission engines
- CFS service meeting the needs of area residents
- Ridership growth milestones,,
- Introduction of the new Traveler Information Guide
- Introduction of the new CFS Website
- Introduction of new fare media design
- Partnership efforts with community organizations

Press releases will be prepared and issued in a timely manner to media in the relevant communities. When appropriate, photographs will be included with releases for print media.





Media Contacts

Hornblower has an extensive media list which includes local newspapers, radio stations and TV stations. Personnel change frequently so our list is updated on a regular basis. Most news releases are distributed by fax or e-mail. E-mail distribution allows for the easy inclusion of digital photos relevant to the topic. Follow-up calls to ensure that a release was received, see if it went to the right person and offer answers to any questions can be effective in calling attention to our story. It is important to note that not every release will be printed or aired. However, it is essential to provide the media with an on-going stream of timely and interesting information if maximum coverage is to be garnered.

Team-up

Hornblower has extensive experience working with the port and city authorities around the country. In multiple instances we have worked to improve waterfront facilities to include public access, interpretive information and improved guest services.

Branding and Sponsorship

Hornblower will fully support NYCEDC and City of New York efforts to promote a successful CFS.

Statement on Blank Livery

Hornblower NY will provide vessels, crew uniforms, and equipment with a blank livery, which will accept sponsorship and/or branding prescribed by NYCEDC, consistent across all fleets and CFS.

Hornblower understands that NYCEDC (or its designee, as applicable) will be the owner of any intellectual property (i.e. trademarks, URLs etc.) and/or other branding elements developed in connection with CFS.

Reporting Requirements

Weekly, Hornblower will furnish NYCEDC with ridership data including the number of embarking and disembarking passengers at each Landing site. We will also summarize the number of service interruptions and related details.





On a monthly basis, Hornblower will provide 1) A report detailing the following: types of fares by Landing, Route, date of sale, fare media, purchase method and payment method. 2) On-Time Performance results as described under the respective Route Designs in the Services Proposal Section. 3) Actual fuel volume and cost by route with comparative data to prior year where applicable.

On a quarterly basis Hornblower will submit financial statements, including income statement, balance sheet and cash flow to NYCEDC. Hornblower will also provide progress reports with respect to HireNYC goals.

Annually, Hornblower will provide Safety Management System Performance reports, plus an Engineering Management and Preventative Maintenance report, and various Environmental reports.

M/WBE

As this is a complicated and specialized business, and the RFP process did not provide sufficient time for proper bidding and vetting of significant new suppliers and key partners, Hornblower hereby commits to identify, source, vet, and contract with new, alternate or supplementary suppliers and partners such that prior to the final ramp up of operations in 2018, we will exceed the 10% level.

Workforce & Education Development Plan

Hornblower is committed to the professional development of all of our employees. In an effort to attract and retain exceptional employees, Hornblower endeavors to competitively compensate its employees and equitably offer career planning and promotional opportunities to all employees. Hornblower is committed to providing a supportive environment designed to encourage all employees to pursue their professional goals and career objectives through training and advancement.

In line with this commitment, annual career development workshops are sponsored by the Human Resource Department and individual career planning sessions will be scheduled for all employees and supervisors. Career plans and goals are carefully monitored on a quarterly basis to ensure continuous movement toward the accomplishment of employees' personal and professional goals. Hornblower, through its management, carefully reviews all assignments to ensure equal access to personal and professional growth opportunities for men and women.

Hornblower will work directly with NYCEDC and the Designated City Agency to execute the hiring and workforce development goals listed in the Workforce





& Education Development Plan ("the Plan"), below. To that end, Hornblower will hire or designate a Workforce Development Associate to liaise directly with NYCEDC to ensure that these goals are met. In addition to implementing the Plan, the associate will monitor and report on the following performance indicators:

Performance Indicator	Method
Hiring Goal: 50 percent (50%) of all new permanent jobs created in connection with the project (excluding jobs relocated from other ferry services) will be filled by members of the target population* for a period beginning at commencement of business operations and continuing for eight (8) years thereafter.	Hornblower will provide the Designated City Agency with the approximate number of jobs that will become available, as well as job descriptions, including title, salary and desired qualifications/ experience, at least 3 months before commencing hiring. Hornblower will notify the Designated City Agency 6 weeks prior to commencing operations. Hornblower NY will consider only applicants referred by the Designated City Agency until the hiring goal is achieved.
	Hornblower NY will make every effort to recruit individuals from the target population on an ongoing basis.
Retention Goal: 40 percent (40%) of all employees whose hiring satisfied the Hiring Goal will be retained for at least nine (9)	Hornblower will ensure that the Workforce Development Associate takes regular employee satisfaction surveys of the target population during the first 9 months of hire.
months from the date of hire.	Hornblower senior staff will closely mentor and supervise all employees.
Advancement Goal: 30 percent (30%) of all employees whose	Advancements and promotions will be based on a clearly-identified system of metrics.
hiring satisfied the Hiring Goal will be promoted to a higher paid position within one (1) year.	Employees who meet or succeed the metric expectations at their annual performance review will be promoted.
	Individual career planning sessions will be scheduled for all employees and monitored on a quarterly basis.
Training Goal: The Operator and any subcontractors cooperate with the Designated City Agency to provide skills-training or higher	In addition to working with the Designated City Agency on training and education opportunities, Hornblower will make best efforts to send staff to appropriate seminars and conferences.
education opportunities to members of the target population.	Hornblower will make good faith efforts to financially support continuing education programs for employees of the target populations.
	Hornblower will assign mentors to work closely with staff, particularly those in the target population.

^{*}The target population is 200% of the poverty level as determined by the NYC Center for Economic Opportunity.





The Associate will ensure that Hornblower submits to NYCEDC and the Designated City Agency an annual employment and benefits survey that will include targeted hiring statistics, wages and job retention, training and advancement data for eight years following the commencement of operations.

In addition to the above, as part of the Plan, Hornblower will:

- Participate in workforce development programs through the Department of Small Business Services, Workforce1, the NYC Office of Workforce Development, and other non-profit and government partners;
- Arrange and host meetings and events where HireNYC and Designated City Agency staff can discuss the suite of services available from the Designated City Agency;
- Partner with the NY Harbor School and similar institutions to employ summer youth staff;
- Partner with the Metropolitan Waterfront Alliance, the NY Harbor School and/or similar institutions and organizations to provide community outreach to affected communities and capacity building programs to M/WBE and or disadvantaged maritime firms;
- Conduct an annual satisfaction survey to employees that will be shared with NYCEDC;
- Create an interactive technology tool that will track workforce development efforts and gather data on employee performance and satisfaction.

Equal Employment Opportunity

Hornblower NY is an equal opportunity employer. Hornblower and its subsidiary, Statue Cruises, completes an annual audited affirmative action program. These documents are available to NYCEDC upon request.

Transition and Integration with Other Operators

Hornblower has a long history and multiple instances of winning bids that potentially reduce opportunity for other companies or completely replace them. Hornblower also has a history of adaptive reuse of the facilities, equipment, vessels, intellectual property, employees and management of the displaced companies. In the case of the Statue of Liberty ferry, previously used vessels were acquired, renovated, repowered to be more efficient and green, Many crew members, including Captains and Deckhands were interviewed and hired from the precious concessioner.

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If Hornblower is selected to as the Comprehensive Ferry System operator, we will commit, to the greatest extent practical, to minimize negative economic and personnel related impact on any current EDC suppliers of ferry services, or any supplier of similar services currently operating in the harbor. We would further commit to directly acquire any vessels, personnel or operating facilities or resources controlled by these suppliers to the extent they support the overall goals and contract requirements of the EDC in the RFP.

Hornblower could also commit to an earlier commencement date for some of the routes if desired by EDC.





Appendix A: Required Documents

The City of New York Mayor's Office of Contract Services Doing Business Accountability Project	Agency:	To be comple	•	istribution
	Check One:	Transaction Type (check one):	
Doing Business	Proposal	Concession	┌ Contract	Economic Development
Data Form	☐ Award	Franchise	☐ Grant	Agreement Pension investment Contract
Any entity receiving, applying for or projection (see Q&A sheet for more informat answers by hand in black ink, and be succomplete and accurate form is requireceive an award or enter into an agr	tion). Please ei ure to fill out the red for a propo	ther type response e certification box of	es directly into	o this filiable form or print
This Data Form requires information to land, employer and title of each person people who do business with the City of to the public. This Data Form is not re	n identified on ti New York: no	he Data Form will other information r	be included in	a nublic database of
Please return the completed Data For Business Accountability Project at Doing regarding this Data Form. Thank you fo	aBusiness@citv	hall nyc gov or 21	ed it. Piease 2-788-8104 v	contact the Doing vith any questions
Section 1: Entity Information Hoteling Entity Name: Hornklowe	enblowe	er yacht	s. LLC	dya
Entity EIN/TIN:	ele Ciel	LLSCS 91	CVENT	<u> </u>
Entity Filing Status (select one): Entity has never completed a Doing 8 Change from previous Data Form date and indicate the name of the person. No Change from previous Data Form	eds who no longe	Fill out only or hold positions wi	those section th the entity.	
Entity is a Non-Profit:	IX No	· · · · · · · · · · · · · · · · · · ·		
Entity Type: Corporation (any type) Sole Proprietor) Joint Ve		Č. r	Partnership (any type)
Address: Res 3. The	Emba	reader)	
city: San Francis		State: CA	Zip:	94111
Phone: #15-788-886	66 1	Fax: 4	15-43	8304
E-mail: TNUCRAE Provide your e-mail addi	ess and/or lax mur	noer in graer to receiv	e notices regard	ing this form by e-mail or fax.
For information or assistance, ca				





rst Name: Muchael MI: K Last: Burke ffice Title: Vice President / COO mployer (if not employed by entity): irth Date (mm/dd/yy); Home Phone #	Doing Business Data Form	EIN/TIN:	Page 2 of 4
And the person listed is replaced, "This position does not exist." If the entity is filing a Change Form and he person listed is replacing someone who was previously disclosed, please check "This person replaced" and fill in the name of the person being replaced so his/her name can be removed from the Doing Business Database, and indicate the date that the change became effective. Chief Executive Officer (CEO) or equivalent officer This position does not exist the highest ranking officer or manager, such as the President, Executive Director, Sole Proprietor or Chairperson of the Board. It is last: Mile A Last: Mac Rae Office Title: PRESIDENT / Rumer This position does not exist the highest ranking financial officer, such as the Treasurer, Comptroller, Financial Director or VP for Finance. The highest ranking financial officer, such as the Treasurer, Comptroller, Financial Director or VP for Finance. The highest ranking financial officer, such as the Treasurer, Comptroller, Financial Director or VP for Finance. The highest ranking financial officer, such as the Treasurer, Comptroller, Financial Director or VP for Finance. The highest ranking operation of the mile of the mil	Section 2: Principal Officer	8	
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Chairperson of the Board. First Name: Terry MI: A Last: Mure Rac Diffice Title: President / Rumer Employer (if not employed by entity): Birth Date (mm/dd/yy): Home Phone #: Chief Financial Officer (CFO) or equivalent officer This person repraces former CEO. On date: Chief Financial Officer (CFO) or equivalent officer This position does not exist The highest ranking financial officer, such as the Treasurer, Comptroller, Financial Director or VP for Finance. First Name: MI: Last: Employer (if not employed by entity): Birth Date (mm/dd/yy): Home Phone #: Chief Operating Officer (COO) or equivalent officer This person replaced former CFO: on date: Chief Operating Officer (COO) or equivalent officer This position does not exist the highest ranking operational officer, such as the Chief Planning Officer, Director of Operations or VP for persons. First Name: Muchael Mi: Last: Burke Michael President / COO mployer (if not employed by entity): Home Phone #: Home Phon	Chief Executive Officer (CE	O) or equivalent officer	This position does not exist
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Internal Background Investigation Questionnaire

THIS FORM IS FOR

Contracts under \$100,000, Land Sales, Leases, Licenses, Permits, NYCIDA Projects and any Discretionary Reviews

New York City Economic Development Corporation • New York City Industrial Development Agency • Apple Industrial Development Corp. 110 William Street, New York, NY 10038





INSTRUCTIONS FOR COMPLETING NYCEDC INTERNAL BACKGROUND INVESTIGATION QUESTIONNAIRE

- 1. Please submit, with this Questionnaire, the organizational documents for the submitting business entity.
- For purposes of completing this Questionnaire, the following defined terms shall have the meanings given to them below (unless provided otherwise with respect to specific questions in the Questionnaire):
 - "Affiliate" A Person is "affiliated with" or an "affiliate" of another Person if the Person controls, is controlled by or is under common control with that other Person.
 - "Applicant" The submitting business entity.
 - "Control" A Person controls another Person if the Person (i) owns ten percent (10%) or more of the voting interest or has a ten percent (10%) or greater ownership interest in that other Person or (ii) directs or has the right to direct the management or operations of that other Person or (iii) is a member of that other Person's Board of Directors".
 - "Executive Officer" Any individual who serves as chief executive officer, chief financial officer, or chief operating officer of the Applicant, by whatever titles known, and all other executive officers of Applicant.
 - "Family Member" With respect to a particular Person, includes spouse, children, grandchildren, parents, parents-in-law, brothers, sisters, brothers-in-law, sisters-in-law, and all family members living in the same household as such Person (except if such individuals are minors).
 - "Person" Any individual, corporation, partnership, joint venture, sole proprietorship, limited liability company, trust or other entity.
 - "Principal" each of the following Persons is a Principal of the Applicant and must be identified in Section B, Part I on page 2 of the Questionnaire.
 - Executive Officers
 - Persons that "Control" the Applicant
 - For Limited Liability Companies, <u>ALL</u> members
 - For Partnerships, ALL general partners and ALL partners performing on the contract or able to bind the Partnership

*For a not-for-profit corporation, <u>ONLY</u> the Chairperson of the Board of Directors and any director who is also an employee of Applicant needs to be considered for purposes of determining "Control" under this clause (iii).

04-04

Page 1 of 9





SECTION A						
The following questionnal	ire is to be com	pleted by Persons desiring tency or Apple Industrial Dev	to do business wit	h the New York Cl	ty Economic De	relopment Corporation or the
		al space. PLEASE COMPLET			V 4 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
		specific instructions and de Jach 48, LLC 46/A				
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BUSINESS TELEPHONE: BUSINESS FAX: <u>州</u> 5	1	3	YPE OF ENTITY: _ USINESS E-MAIL;	terri Tmacrae	. 46	any
ECTION B PRINCIPALS OF APPLIC	ANT				1	
PRINCIPAL NAME	TITLE	HOME ADDRESS	PERCENTAGE OF VOTING INTEREST	PERCENTAGE OF OWNERSHIP	DATE OF BIRTH	SOCIAL SECURITY NUMBER/EMPLOYER IDENTIFICATION NUMBER
11) Terry A MacRae	President					
2)			%	%		
(3)			%	%		
(4)			%	%		
(5)			%	%	 -	
M-04	<u> </u>	<u> </u>	Page 2 d	40	<u> </u>	





П.	FAMILY	MEMBERS	OF FACH	INDIVIDUAL	PRINCIPAL

Note: Only the following Family Members need to be identified in this Section B. Part II:

- Spouse
- Family Members who are employed by, are officers of or have a less than 10% voting or ownership interest in the Applicant
- Family Members who are directly or indirectly providing services and/or supplies with respect to the subject project (e.g. consultants, subcontractors, suppliers or an employee thereof)

IMMEDIATE FAMILY MEMBER	RELATIONSHIP TO PRINCIPAL	HOME ADDRESS
		A STATE OF THE STA

D4-D4 Page 3 of 9







SECTION B (Continued)

PROVIDE A DETAILED RESPONSE TO ALL QUESTIONS CHECKED "YES" ON THE FOLLOWING PAGE

NO YES

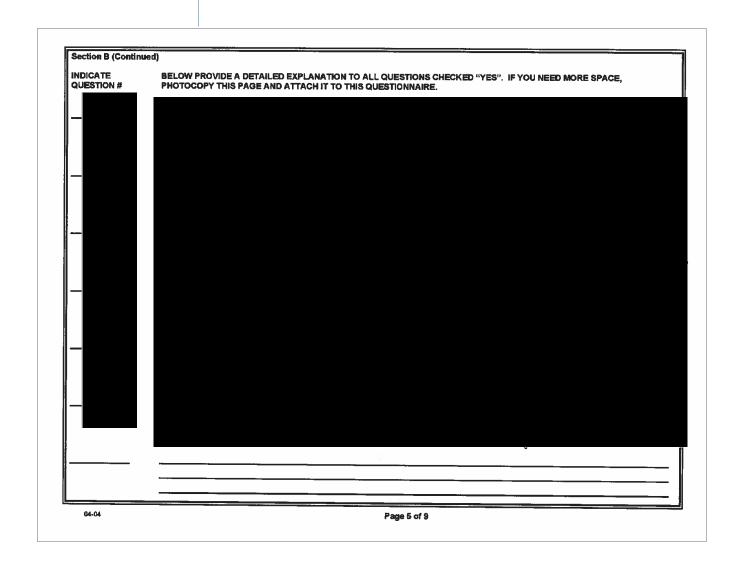
- Does the Applicant or any Principal have any Affiliates? If yes, please identify the Affiliates, with SSN/EIN and respective addresses, and describe the nature of the affiliation, on the following page.
- 2. In the past 7 years, has the Applicant, any Principal, or any entity affiliated with the Applicant (each of the foregoing individually, a "Subject Person" and collectively, the "Subject Persons") been adjudicated bankrupt or placed in receivership, filed bankruptcy, or is any Subject Person currently the subject of any bankruptcy or similar proceedings? If yes, please explain on the following page.
- in the past 5 years, has any Subject Person been a plaintiff or defendant in any civil proceeding (including any court and federal, state and local regulatory agency proceedings) other than a domestic relations proceeding (e.g., divorce, separation, support, alimony, maintenance, adoption, custody)? If yes, please identify all adjudicated, settled and pending lawsuits on the following page.
- 4. In the past 5 years, has any Subject Person or any Family Member identified in Section B. Part II (a "Subject Family Member"):
 - been disqualified as a bidder, or defaulted or terminated, on a permit, license, concession, franchise, lease, or other agreement with the City of New York or any governmental agency? If yes, please explain on the following page.
 - falled to file any required tax returns or to pay any applicable federal, state, or New York City taxes or other assessed New York City charges or fines, including but not limited to water and sewer charges and administrative fees? If yes, please explain on the following page.
- 5. In the past 10 years, has any Subject Person or any Subject Family Member used an EIN, SSN, name, trade name, or abbreviation other than the name or number provided in response to Section A or Section B, Part I or II of this Questionnaire or provided in response to question 1 above, as the case may be? If yes, please specify on the following page.
- In the past 5 years, has any Subject Person, any Subject Family Member, any Affiliate of any Subject Family Member or any managerial employee of Applicant:
 - been the subject of any criminal investigation and/or civil anti-trust investigation (by any federal, state or local prosecuting or investigative agency) and/or investigation by any governmental agency (including, but not limited to federal, state and local regulatory agencies)? If yes, please explain on the following page.
 - had any judgment, injunction or sanction obtained against it in any judicial or administrative action or proceeding other than a
 domestic relations proceeding or motor vehicle proceeding? If yes, please explain on the following page.
- 7. In the past 10 years, has any Subject Person, any Subject Family Member, any Affiliate of any Subject Family Member or any managerial employee of Applicant been convicted, after trial or by plea, of any criminal offense and/or are there any felony or misdemeanor charges pending against any of them? If yes, please explain on the following page.

04-04

Page 4 of 9







RFP - Citywide Ferry System Satisfy Our Guests | Respect Our Planet

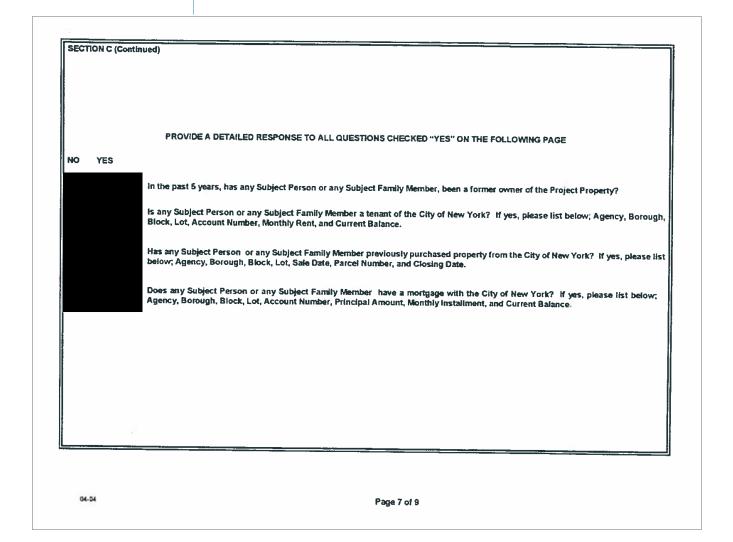




ction C - IDENTIFICAT		ITINIERESIS				
Block & Lot(s):			 			
Street Address:_						
Borough of			·			
		real estate taxes, sew	y, is a complete list of properties I which are located in the City of N er rents, sewer surcharges, water o OWNED IN THE CITY OF NEW YOR	ew York, together w harges or assessme		
PROPERTY OWNER	BOROUGH	BLOCK/LOT	STREET ADDRESS	DATE OF PURCHASE	AMOUNT OF ARREARS	TYPE OF ARREARS
	<u> </u>					
						
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RFP - Citywide Ferry System Satisfy Our Guests | Respect Our Planet





ection C (Contin	
UESTION #	BELOW PROVIDE A DETAILED EXPLANATION TO ALL QUESTIONS CHECKED "YES". IF YOU NEED MORE SPACE, PHOTOCOPY THIS PAGE AND ATTACH IT TO THIS QUESTIONNAIRE.
	
	
04-04	Page 8 of 9





CERTIFICATION

A FALSE STATEMENT WILLFULLY OR FRAUDULENTLY MADE OR ANY FALSE INFORMATION WILLFULLY OR FRAUDULENTLY SUBMITTED IN CONNECTION WITH THIS QUESTIONNAIRE MAY RESULT IN RENDERING THE APPLICANT NOT RESPONSIBLE WITH RESPECT TO THE PRESENT PROJECT OR FUTURE PROJECTS INVOLVING THE NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION, THE NEW YORK CITY INDUSTRIAL DEVELOPMENT AGENCY, APPLE INDUSTRIAL DEVELOPMENT CORP. AND THE CITY OF NEW YORK AND, IN ADDITION, MAY SUBJECT THE PERSON MAKING THE FALSE STATEMENT TO CRIMINAL CHARGES.

I, Terry A Mark Rue, being duly sworn, state that I have read and understand the items contained in the foregoing B pages of this questionnaire and pages of attachments, if any, and that, having made due inquiry, I supplied full, complete, and truthful answers to each item therein to the best of my knowledge, information and bellef; that I will notify the New York City Economic Development Corporation, the New York City Industrial Development Agency, or Apple Industrial Development Corp., as the case may be, in writing of any change in circumstance occurring after the submission of this Questionnaire and before (i) the execution of any contract or agreement with any of them and/or the City of New York and (ii) in the case of an agreement to purchase or enter into a ground lease for real property and/or a financing through or straight lease or retention transaction with the New York City Industrial Development Agency, the closing of the transaction; and that all information supplied by me is true to the best of my knowledge, information and bellef. I understand that the New York City Economic Development Corporation, the New York City Industrial Development Agency, or Apple Industrial Development Corpo, as the case may be, will rely on the Information supplied by me in this Questionnaire as an inducement to enter into a contract or agreement and to close a transaction with the Applicant.

Sworn to me

This 19th Day of June 200 15

Linua Luciara La Notary Public

ANNA BUONAROTA NOTARY PUBLIC OF NEW JERSEY Commission Expires 6/29/16 HORN bLOWER CRUSSES & EVENTS

Signature of Authorized Person

Terry A Mac Rae-President

6/19/15

04-04

Page 9 of 9







NEW YORK CITY DEPARTMENT OF TRANSPORTATION 55 Water Street New York, New York 10041

Private Ferry Operator License

LICENSE NUMBER: LT5-1

The City of New York acting by and through its Commissioner of the New York City Department of Transportation (hereinafter "Commissioner" or "Licensor") pursuant to Chapter 71 and Section 2903c of the New York City Charter, hereby issues this non-exclusive License to:

<u>Liberty Landing Ferries, LLC</u> (hereinafter "Licensee") located at: <u>1 Audrey Zapp Drive, Suite</u> 2013, Jersey City, NJ, to operate a private passenger ferry service on the routes indicated by Section 1 serviced by the vessels indicated by Section 2.

Subject to provisions of this License, Licensor does hereby issue this License effective

April 1, 2015 ("Start Date"), and it shall continue, unless revoked by Licensor,

until March 31, 2016 ("End Date"), collectively referred to as the "term".

Further, Licensor does hereby issue this License as indicated below subject to related provisions and exceptions as noted:

- **Full License** subject to all stated provisions herein and permits Licensee to operate ferry service on specific routes and to embark and disembark passengers at Cityowned landing sites and landing slot times indicated within this License.
- Limited License subject to all stated provisions herein with the exception of responsibilities and obligations pertaining to embarking and disembarking passengers at City-owned landing sites as stated within Sections 3 B, 4, 8, 9, 12, 17 C, 17 D, Exhibit A, Exhibit B, and Exhibit D.

1. Permitted Routes and Landing Sites

Ν°	Landing Site From	Intermediate Landing Sites	Landing Site To	Start Date	End Date	≤99 Pass.
(1.)	Liberty Landing Marina		World Financial Center	04/01/15	03/31/16	
(2.)						
(3.)						
(4.)						

Liberty Landing Ferries Private Ferry Operator License 2015 - 2016 5 of 45 $\,$







NEW YORK CITY DEPARTMENT OF TRANSPORTATION 55 Water Street New York, New York 10041

Private Ferry Operator License

nding Site From	Intermediate Landing Sites	Landing Site	To Start Date	End Date	≤ 99 Pass.
itted Vessels		Passenger Capacity	Loading Configuration	Assigned to	Route
le Lady		70	⊠ Bow □ Side	1	
ie Lady II		128	⊠ Bow □ Side	1	
s Gateway		439	☐ Bow ☑ Side	1 *:	
s Freedom		564	☐ Bow ☑ Side	1	
edom		431	☐ Bow ☑ Side	1	
			☐ Bow ☐ Side		
			☐ Bow ☐ Side		
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between the sea and the sky*

PIER 3, HORNBLOWER LANDING, SAN FRANCISCO, CA 94111 TEL: 415-788-7020 FAX:415-394-8444 hornblower.com

June 19, 2015

New York City Economic Development Corporation 110 William Street, 4th Floor New York, NY 10038

Attn: Maryann Catalano, Senior Vice President

RE: Statement of Agreement

Dear Ms. Catalano:

This letter certifies that **Hornblower Cruises and Events** has read this RFP and the Appendices fully and agrees to the terms and conditions set forth in this RFP and Appendices. Additionally, the Proposal is a firm offer for a minimum period of one hundred and (180) days.

Sincerely,

Terry A. MacRae

Chief Executive Officer

Hornblower Cruises & Events, Statue Cruises, Alcatraz Cruises, Hornblower Niagara Cruises

(415) 983-8241

tmacrae@

SAN FRANCISCO • BERKELEY • OLD SACRAMENTO • MARINA DEL REY • LONG BEACH • NEWPORT BEACH • SAN DIEGO

Satisfy Our Guests | Respect Our Planet





Respondent Primary Contact Information

Name: Terry A. MacRae, CEO

Address: Pier 3, The Embarcadero

San Francisco, CA 94111

Telephone: 415-983-8241

Fax: 866-728-4998

Email: tmacrae@





Appendix B: Biographies

Hornblower Leadership Team Experience Summary

Name	Company	Position	Yrs w/ Industry	Yrs w/ HCE	Contact Information
Terry MacRae	HCE-HQ	CEO	35	35	tmacrae
Mike Burke	Statue Cruises	VP/COO	33	7.5	mburke@
Rafael Abreu	Statue Cruises	Director of Sales & Marketing	23	8	rabreu@
Jerry Burchard	Statue Cruises	IT Systems Administrator	12	4	jburchard@
Garaldine McKay	Statue Cruises	Controller	11	7.5	gmckay@
Curt Muller	Statue Cruises	Director of Human Resources	14	8	cmuller@
James Silecchia	Statue Cruises	Director Marine Engineering	31	8	jsilecchia@
Ed Trzepacz	Statue Cruises	Port Captain	19	8	etrzepacz@
Matt Gill	Statue Cruises	Port Captain	17	8	Mgill@
Hal Clancy	Statue Cruises	Facilities Director	44	8	hclancy@
Total Years Experience				102	

Biographies

Selected biographies of various Statue Cruises' team members who contribute to our capabilities as the premier provider of transportation and related hospitality services.

Terry A, MacRae, CEO & Founder

Terry MacRae founded Hornblower Yachts, Inc. (doing business as Hornblower Cruises & Events) in 1980, and serves as Chief Executive Officer, the President and is also its owner. Mr. MacRae is the co-founder of Hornblower Marine Services, and serves as Chief Executive Officer of Alcatraz Cruises, LLC and Statue Cruises, LLC. He leads one of the largest and fastest growing charter yacht and dining cruise companies in the nation. He is an expert in the design, renovation, construction and operation of passenger vessels, and a highly regarded leader in the fine dining, entertainment and tourism industries. He





lead the team that successfully won 10-year-long contracts, awarded by the National Park Service, to provide the exclusive transportation of visitors to Alcatraz Island, and the Statue of Liberty National Monument and Ellis Island Immigration Museum.

Terry began his career as an environmental engineer with Industrial Clean Air, Inc. Quickly climbing the corporate ladder, Terry was named senior vice president and vice president of sales following the acquisition of Industrial Clean Air by Ecolaire Systems, Inc. During his time with Ecolaire, Terry looked for exciting and memorable venues for entertaining clients and soon began frequenting a small charter yacht operation. When the company was offered for sale in 1980, Terry purchased it, seeing the potential to expand the business beyond the current offerings. By placing a great deal of importance on customer service, safety and teamwork, he grew the original two-boat acquisition to a 50+vessel, \$125 million company, hosting over 6,000,000 guests in 2010.

Terry is the former Vice Chairman of the California Travel & Tourism Commission, and continues to serve as a Commissioner. In 2006 he traveled to China on a goodwill trade mission with California Governor Arnold Schwarzenegger. He a past president of the Passenger Vessel Association (PVA) and a current member of the joint U.S. Coast Guard/PVA Partnership Action Team. In 1999 Terry was named California Travel Industry Association's Entrepreneur of the Year. He has also served as a board member of the San Francisco Convention and Visitor's Bureau and is a member of the Society of Naval Architects and Marine Engineers. In 2006 the San Francisco Business Times named Terry one of San Francisco's Most Admired CEOs. He has been profiled in several leading business publications, including the San Francisco Business Times and the Crain's New York.

Terry is a graduate of California State Polytechnic University at San Luis Obispo with a Bachelor of Science degree in mechanical engineering.

Michael Burke, Vice President Chief Operating Officer

Mike joined Statue Cruises at the start of 2008. Statue Cruises carries over four million passengers annually to the Statue of Liberty and Ellis Island and on harbor cruises, charters and sightseeing excursions. Mike directs all operations and financial affairs of Statue Cruises; he closely supervises marine operations, marketing, concessions, contract administration, fleet & facilities management, environmental initiatives, financial reporting, and special events. During 2008 and 2009, Mike managed the company to achieve ridership growth rates of over 5% and 7% per annum, respectively. Post-Sandy, ridership in 2014 was the third highest in Park history. His commitment to guest service, safety, innovation, and environmental initiatives has driven Statue Cruises to achieve operating results far exceeding industry standards. Mike is key Company liaison

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with the National Park Service, U.S. Coast Guard, NYC Parks & Recreation, other government agencies, and various nonprofit partners.

As CFO of BillyBey Ferry Company from 2005 to 2008, Mike directed the successful start-up and development of financial and reporting systems, controls and procedures for multi-route, multi-market ferry operations in New York Harbor; he was responsible for operations planning for ferry commuter and tour services serving over 15,000 riders per day; Mike had oversight regarding intercompany operations and liaison with strategic partners, NY Waterway and NY Waterway Tours.

As President and CEO at Circle Line-Statue of Liberty Ferry in 2000 and 2001, Mike served in a successful turn-around management role as its first non-owner executive; He improved company infrastructure, emphasizing operating safety, security, customer comfort, access, and environmental responsibility. Mike was also advisor and consultant to Circle Line-Statue of Liberty Ferry from 1981 to 2000.

Rafael Abreu, Director of Sales and Marketing

Rafael is an innovative professional with over 23 years of Management and Marketing expertise in the Tour and Travel industry with demonstrated initiative, creativity and success. He is a proactive, bilingual leader/manager with experience in multi-cultural and global environments. He is a versatile and skilled Manager with excellent hands on experience in developing and improving Sales.

He began his career in the Tour and Travel industry in 1993 in the position of Controller's Assistant. Since that point he has held a number of positions including Operations Manager, Director of Business Development and Director of Operations. In his current role with Statue Cruises as Director of Sales and Marketing he is responsible for the administration and efficient operation of Sales departments, while maintaining focus on Statue Cruises' strategic goals.

He is the Statue Cruises point of contact for the following travel related organizations: New Jersey Office of Travel and Tourism, American Bus Association, National Tour Association, Student Youth Travel Association, US Travel Industry Association, Ontario Motorcoach Association, Pennsylvania Bus Association and NYC & Co. He has also received citations and awards from the Office of the Hudson County Executive for his commitment to the growth of the tourism industry in New Jersey.

A native of Jersey City as well as a graduate of Saint Peter's College in Jersey City, NJ.





Jerry Burchard, IT Systems Administrator

From consulting, education, development and project management, Jerry has over 12 years of experience across various fields of information technology. Jerry has been an IT Systems Administrator with Statue Cruises for over 4 years. Jerry was formerly employed with Gateway Ticketing Systems resulting in intimate knowledge of the Galaxy POS application as well as various POS hardware, processes and procedures. His previous projects include the implementation of ticketing systems, access control systems, server upgrades, e-commerce solutions, DVR solutions, video playback systems and system migrations.

At Hornblower, Jerry oversees all IT infrastructures including, but not limited to, servers, workstations, networking hardware, phone systems, wireless antennas, point of sale hardware / software and custom reporting development.

Geraldine McKay, Controller

Since December 1, 2007, Geraldine McKay has held the position of Controller at Statue Cruises, LLC. Prior to her role as Controller for Statue Cruises, Geraldine was the controller for Circle Line, Statue of Liberty Ferries, Circle Line was the company that held the NPS contract prior to Statue Cruises. With 3 years experience working in the ferry operations business already under her belt, Ms. McKay was instrumental in the startup of this newly formed entity which officially began operation on January 1, 2008. Due to her prior experience and as a Senior Manager of Statue Cruises, Geri played a major role in the successful start-up operation. As Controller, her responsibilities range from cash management, accounting, financials, payroll, and audits, both external and internal. Geri is responsible for all of Statue Cruises financial and compliance issues relating to the National Park Service, New York and New Jersey State and City agencies.

Curt Muller, Director of Human Resources

With 30+ years of experience in Human Resources, Curt Muller was recruited and joined Statue Cruises in October of 2007 as Director of Human Resources. Statue Cruises, is the official concessioner for ferry transportation and related services at the Statue of Liberty N.M. and Ellis Island. Mr. Muller was responsible for creating the Human Resources Department as well as the recruitment of all management, crew and staff resulting in Statue Cruises successful launch on January 1, 2008. Curt has always been dedicated to providing and maintaining a professional and safe workplace, knowing that a key component of any business is the company's employees. With about 220 employees Curt acts as liaison between all staff and management. Human Resources at Statue Cruises encompasses everything from recruiting, background checks, USCG regulated drug testing, benefit programs, employee reviews, training, Union relations,

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affirmative action and creating and developing company policies, With the ever changing labor and benefit environment, Curt is constantly looking for ways to improve and safeguard company programs. Statue Cruises maintains a high level of customer service expectations, while maintaining an ethical corporate culture and high employee morale.

Prior to joining Statue Cruises, Curt served as Assistant Vice President and Director of Human Resources for the Intrepid Sea Air and Space Museum in New York. At this iconic non-profit organization, Curt was responsible for 200+ employees, both union and non union. As a member of the Executive Team, Curt led the difficult effort of preparing for the massive layoff of staff due to the repair and renovation of the ship. Curt undertook the difficult, but successful task of laying off 150+ employees during the fall of 2006, ensuring the process was handled within the framework of corporate ethics and legal guidelines.

Curt has also served as the Human Resource Director for New York Cruise Lines which operates Circle Line Mid-Town as well as The World Yacht. During his tenure at NYCL, he was also the corporate liaison for Sea Streak Commuter Ferry.

James Silecchia, Director - Marine Engineering

Jim is Director of Marine Engineering for Statue Cruises since 2008. He manages all repairs and maintenance for the 16-vessel Statue Cruises fleet. Jim has 20 years experience in engineering logistics and maritime regulatory compliance as well as a comprehensive background in personnel management and budget development as fleet director. He is a highly motivated professional with a proven track record of engineering knowledge, workforce management, project financing, and innovative problem resolution.

Jim was Director of Ferry Maintenance for NY Waterway from 2002 to 2007. He was responsible for the development of a systematic schedule of a fleet preventative maintenance program encompassing 34 passenger vessels. He implemented a comprehensive, qualitative approach to vessel repairs as a methodology for increasing reliability while reducing costs through measurable increases in vessel "up-time". Jim directed an engineering and technical workforce of 52 employees. He served as one of a select group of design consultants on the development and acquisition of a new custom designed, high-speed passenger catamarans for service in the NY Waterway fleet. Jim supervised and consulted with naval architects, propulsion designers and contractors.

Edward Trzepacz, Sr Port Captain and Company Security Officer

Edward is Senior Port Captain at Statue Cruises since 2008. He manages 16





vessels with a combined fleet capacity of 9,600 passengers, is responsible for all aspects of vessel operations, and supervises over 80 marine employees. Ed devises and maintains schedules for ferries, crew and dock attendants. He develops and demonstrates safety drills for vessel personnel. He is Company liaison to the U.S. Coast Guard.

Ed began his managerial career as a Captain at NY Waterway in Weehawken, NJ where he operated high-speed commuter ferries. He was promoted after three years to Operations Manager/Port Captain. He managed 34 commuter and tour vessels, including prop and jet boats. He coordinated vessel operations and supervised over 100 employees and 20 ferry routes. He also devised and maintained schedules for ferries, charters and crew and developed and demonstrated crew safety training.

Matt Gill, Port Captain

Matt has been with Statue Cruises since the company's launch on January 1,2008. Matt started as a deckhand and earned promotion to First Officer in 2009, after acquiring his 100 ton Master Captains License that winter. Matt joined the training captain program in 2010, and was checked off as a Captain in June of 2011. In the Spring of 2015 Matt was promoted to Port Captain. Matt oversees the marine operation with regards to crew/vessel/maintenance scheduling (including 16 vessels and over 90 marine employees), crew training, hiring, analysis of new opportunities, Statue Cruises Dispatch, day-to-day management of the vessels, and other responsibilities as assigned.

Prior to working for Statue Cruises, Matt gained invaluable ferry experience at Circle Line Statue of Liberty Ferry, which was the operator of ferries to the Statue of Liberty and Ellis Island prior to Statue Cruises. At Circle Line, Matt started from the bottom as a guest service agent in May of 1998 and worked his way up, filling many positions along the way working for the Statue Ferry while earning his Bachelor Degree in Management from Saint Peter's University. Matt has been a Guest Service agent, Ticket agent, Dock Attendant, Utility Worker, Deckhand, First Officer, Captain, and now Port Captain in his 17 years with the Statue Ferry. Matt has earned numerous commendations for his customer service acumen, and bravery during rescue operations. Matt has continued his education in the marine field, adding several endorsements onto his Masters license.

Captain Hamilton (Hal) G. Clancy, P.E., Consulting Director of Facilities, Operations and Special Projects

Hal Clancy has been associated with the Statue of Liberty and the Statue of Liberty Ferry operation his entire life. His father was Senior Captain of the Statue of Liberty Ferry. His Grandfather was the Superintendent of the Statue of Liberty (and all other NY area National Park sites) for the National Park

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Service. Hal's first job was summer employment during high school when he worked onboard one of the Statue of Liberty Ferry vessels.

Hal is a licensed Captain, and in 1992 the Owners and Officers of Circle Line, recognizing his unique qualifications, asked him to rejoin the Statue of Liberty Ferry. He amassed extensive experience in all areas of company operations, from the Vessels and Shipyard, to the Corporate Office. He is a respected professional who has established excellent working relationships with the many partners involved with the operation of the ferry service. He can be also credited with many innovations at Circle Line, including primary design responsibility for the company's flagship, the 600 passenger, high-speed luxury catamaran, "Zephyr". Hal held the positions of Port Captain – Assistant Marine Superintendent, Director of Special Projects, Director of Circle Lines National Park Service Program, and Assistant V.P - General Manager.





Appendix C: Berthing Commitment



Michael K. Burke Hornblower Cruises & Events Pier 3 The Embarcadero San Francisco, CA 94111

RE: Hornblower Letter of Intent - Vessel Dockage

Dear Mike,

Thank you for requesting a proposal from Suntex for dockage licenses to use and occupy certain slips at Liberty Landing Marina, Jersey City and at other facilities operated by Suntex.

Based upon our discussion of Hornblower's projected needs, we are prepared to negotiate license agreements for multiple docking slips for berthing and related support services. It is anticipated that a minimum of (10) docking slips would be available in Spring 2017 and an additional six (6) docking slips in Spring 2018. Further, Suntex will be able to accommodate a possible need for another three (3) slips in 2019 should Hornblower determine such need.

The annual dockage lease rate offered to Hornblower per slip for 2017 and 2018 is \$ per slip. Dockage license terms are generally for five years with an option to extend. Utilities are to be separately metered by dock.





The estimated execution date for the proposed dockage license agreement is Summer 2016.

The terms and provisions of this letter of understanding are expressly subject to and conditional upon the understanding and agreement of the parties hereto that this letter of understanding does not constitute and is not intended as, a contract, an offer, or a binding obligation on either side of the parties hereto, but is intended merely as a statement of the present intentions and understandings of the parties and an outline of the monetary and business terms of the proposed transaction.

If the foregoing is acceptable, please sign and date this letter of understanding and return same to the undersigned.

Sincerely,

Liberty Landing Marina

Ron TenEyck Vice President

Agreed to and Accepted

this 19th day of June, 2015

Hornblower Cruises & Events

Michael K. Burke Vice President





Appendix D: Vessel Information

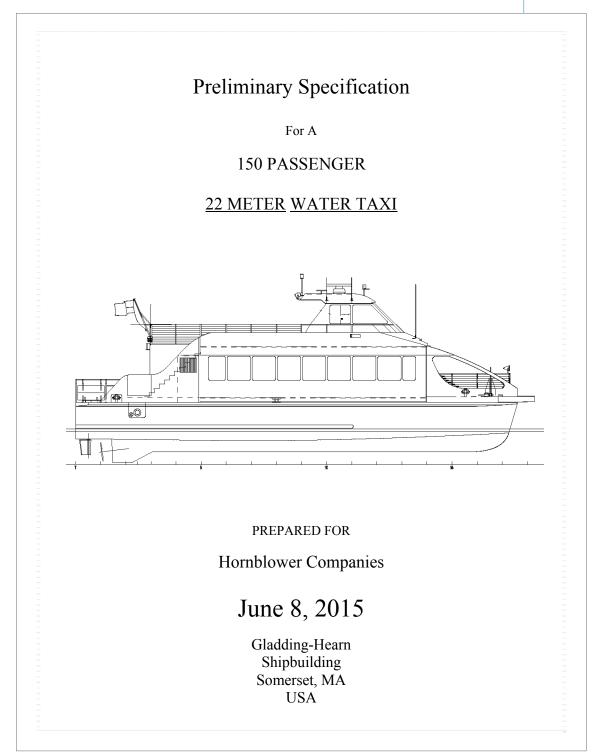






TABLE of CONTENTS

SECTION 000	GENERAL AND DESIGN	Pages	2 - 7
SECTION 100	STRUCTURAL	Pages	8 - 9
SECTION 200	HULL AND DECK FITTINGS	Pages	9 - 12
SECTION 300	INTERIOR FINISH	Pages	13 - 15
SECTION 400	STEERING	Page	15 - 16
SECTION 500	MACHINERY	Pages	16 - 17
SECTION 600	PIPING	Pages	18 - 21
SECTION 700	ELECTRICAL	Pages	21 – 25
SECTION 800	OUTFITTING	Pages	25 - 26
SECTION 900	PAINTING	Pages	27

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SECTION 000: GENERAL DESIGN

INTENT

This Specification, together with the accompanying plans, describes the design, construction, testing, etc. of all aluminum, high-speed catamaran passenger ferry.

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The vessel will be built to the Builder's normal standards of construction, but this standard will not be lower than defined elsewhere in this Specification and in the Construction Agreement or the requirements of U.S.C.G. The vessel will be built substantially in accordance with the attached General Arrangement plan.

In the event of inconsistencies between this Specification and the plans, the Specification shall be held correct, unless otherwise agreed in writing by the Purchaser and the Builder.

DEFINITIONS

In this Specification, these terms shall be understood to have the following meanings:

- a)Owner-tbd
- b)Builder-Duclos Corporation d.b.a. Gladding-Hearn Shipbuilding("GH")
- c)Survey and Regulatory Authority-United States Coast Guard
- d)Designers-Incat Crowther Pty Ltd.(IC)
- e)Tonne-2205 lbs. (1000 Kg)

PLANS

This Specification is to be used in	conjunction with	Incat Crowther	General
Arrangement Plan Drawing No.			

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010 GENERAL DESCRIPTION

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The vessel will be a twin-hulled (catamaran), high-speed 150 passenger ferry constructed of a welded aluminum superstructure and hulls. For the purposes of operating in N.Y. Harbor as a "Water Taxi", the vessel will be certified to carry 99 passengers. The vessel will be capable of loading/unloading passengers at side doors port and starboard and over the bow.

A welded aluminum superstructure will be constructed containing passenger cabin, toilets, wheelhouse, etc. The resiliently mounted superstructure will be constructed as a self-contained unit, attached to the hulls using isolation mounts.

<u>Each</u> catamaran hull will be divided into five watertight compartments and contain propulsion engines, tanks and auxiliary systems.

TRIALS

Upon completion of the vessel, trials will be conducted to demonstrate the satisfactory operation of all equipment.

Trials of approximately 1 day duration will be undertaken to measure speeds, test the maneuvering, steering, controls and handling capabilities of the vessel, and test all auxiliary equipment and systems to the satisfaction of the USCG, Owner and major equipment suppliers as appropriate.

Speed Trials will be conducted in smooth water conditions adjacent to the port of Fall River, Massachusetts, Mount Hope Bay and Narragansett Bay with a ballasted Speed <u>Trial Deadweight</u> as described below. Speeds, sound and vibration levels will be measured at approximately six RPM points. Each speed point will be the average of the speed measured in reciprocal directions by GPS. The results of the Trials will be entered into the Ship's Parts Manual as appropriate.

The Builder will supply the necessary fuel, tools, equipment and labor to conduct sea trials. If it is necessary to re-trial the vessel, as a result of a failure of the Owner or Owner supplied equipment, the cost of the re-trial will be paid by the Owner.

Upon completion of the vessel a corrosion survey will be conducted and the results entered into the ship's parts manual for future reference.

Prior to delivery, the ship's compass will be adjusted by a qualified technician. A deviation card will be provided.

Principal dimensions and maximum capacities will be as follows:

Length Overall	21.95m(72.0')
Length Waterline	20.77m(68.14')
Beam Incl. Guard	8.35m(27.39')
Beam Hull Only(approx)	2.3m(7.5')

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Draft(Approximate Loaded)_______1.55m(5.08')
Air Draft(approx)_______7.01m(23')
Fuel Capacity(Max)_______800 US Gallons
Passengers(Max)______150
Potable Water Capacity______100 US Gallons
Sewage capacity______200 US gallons
Maximum Deadweight capacity(@185lbs/pass)___????? tonnes

Note: The above dimensions, with the exception of passenger capacity and freeboard, are provided as a guide however, the Builder reserves the right to make minor adjustments in dimensions during detailed design to achieve the performance requirements.

PERFORMANCE

This vessel will be capable of Trial Speed of 25 knots while carrying a Speed Trial Deadweight as described below while operating at the following Reference conditions.

Ambient Conditions Calm sea (Beaufort sea state 1 or less) with no true wind forward of the beam and no current. The vessel will be trialed with a clean bottom in sea water in a ballasted Speed Trial Deadweight condition(representing the items below) with each of the two main engines producing not more than 800bhp(597bkW) while operating at standard reference conditions defined in ISO3046/1-1986, Part 4 and at an rpm that is acceptable to the engine manufacturer.

Speed Trial Deadweight

150 passengers at 75 kg(185lbs.)	11,250 kg(24,651 lbs)		
Fuel (800 US gallons)	2,546 kg(5,601 lbs)		
Potable water (100 US gallons)	382 kg(840 lbs)		
Tools, spares, bar stores	250 kg(550 lbs)		
Crew (3 @ 100kg)	300 kg(660 lbs)		

14,728 kg(32,402 lbs)

Total Speed Trial Deadweight: 14.73 Metric Tonnes

Sound Levels

The interior sound level in the main cabin while operating the vessel at the Speed Trial Deadweight and Ambient Conditions will not exceed 72 dBA when measured in the geometric center of the main cabin with ventilation systems running and the

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vessel at trial speed. Exterior engine exhaust noise will not exceed 76 dBA when measured at a point 100 meters from the side of the vessel at the Trial Speed Deadweight and Ambient conditions.

GENERAL ARRANGEMENT DESCRIPTION

Passenger Decks

The main Tier 1 passenger cabin will provide seating for 116 passengers or two wheelchairs and 112 passengers. A bar and passenger toilet will be located aft. An open tier 2 passenger area will be positioned behind the wheelhouse with seating for 38. Access to tier 2 will be by a single stairway located approximately on center of the aft deck.

WHEELHOUSE

The wheelhouse will be fitted at the forward end of the Tier 2 deck. Access will be provided through an aft door. The wheelhouse will have centerline controls for engines, gears and steering.

The console will be fitted across the front of the wheelhouse to accommodate the following:

- (1) Helm seat (center)
- Controls for engines, gears, steering
- Instrument panels center
- Switch panels (24/12V-DC)
- PA/Loud Hailer
- Navigation electronics
- Compass
- -safety equipment storage

Aft in the wheelhouse below the windows will be a cabinet to house electrical distribution panels.

TOILET

A wheelchair accessible passenger toilet complying with the dimensions required by Access Board Passenger Vessel Accessibility Guidelines June 25, 2013 will be arranged as shown on the General Arrangement Plan.

The toilet space will contain the following:

- Head Hunter toilet
- All stainless steel hand basin with tempered water supply and time delay "tip tap"

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- Stainless framed Mirror(oversized and angled)
- Handrails as necessary
- liquid Soap dispenser
- Stainless dual Toilet paper holder
- stainless steel waste receptacle
- electric Hand dryer

The toilet floor will be aluminum plate with non-skid paint. Floor will have a drain overboard designed to minimize the potential for freezing. Deck to bulkhead joints will have a 2" radius to facilitate cleaning. The bulkheads will have a 24" high aluminum skirt. Toilet discharge will be led to an appropriate holding tank. Head and sink plumbing will be left exposed only where appropriate for maintenance and service.

SURVEY/CERTIFICATES

The vessel will be built to meet those rules and regulations of the United States Coast Guard, Title 46 CFR, Sub Chapter "T" –Small Passenger Vessels (under 100 Gross Tons), Parts 175-189 which are in effect at the time of the Agreement signing. It is the responsibility of the Owner to notify the Builder of any special USCG requirements, imposed by the local OCMI where the vessel is intended to operate, prior to signing the construction Agreement. The vessel will be certified to operate on a Lakes, Bays and Sounds route in Cold Water. Builder will obtain the following certifications issued in connection with the construction of the Vessel and as required by USCG.

- Builder's Certification

- Tonnage Certificate

- Stability Letter

- Emergency Radio Placard

- MARPOL Placard

- Certificate of Inspection

- Fire Safety Instructions

- Compass Deviation Card

These certificates will not contain any qualifications or limitations other than those which are customary.

Acquisition of other items or documents not specifically mentioned above including but not limited to, CFR publications, navigation charts, sailing directions, light lists, notice to mariners, operations manuals, crew training and manuals, health code publications, required by the USCG or local authorities will be the responsibility of the Owner or Master.

Stability

Builder and Designer will be responsible for obtaining and posting the stability letter for the vessel to operate on the specified Lakes, Bays and Sounds route at the

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maximum deadweight capacity(using 185 pounds per passenger), which will allow up to 85 passengers on the tier 2 deck.

Vessel Documentation

The Owner will be responsible for supplying in writing the vessel name, port of documentation and company name upon the builder's request, so as not to delay the Application for Initial Documentation(CG-1258). Builder will submit the application for documentation to receive the Official Number. Upon completion of the vessel Builder will hand over a notarized Bill of Sale and Builders Certification so Owner can complete the documentation process in his name.

Parts and Drawing Manual

Upon completion of the vessel, the Builder will supply three copies of the Parts Manual. The Manual will contain electrical and piping systems drawings, parts lists, Docking Plan, and Component cut sheet information.

Delivery Location

The delivery and hand-over location of the vessel will be at Builder's dock Somerset, MA.

SECTION 100: STRUCTURAL

GENERAL

The vessel structure will be designed to meet (but not Classed to) the DNV High Speed and Light Craft Rules as applied by USCG.

The hulls will be INCAT Design's specially developed high-speed single chine shape with a "faired" skeq.

The superstructure will be a self-contained unit generally of welded aluminum construction and bolted to the hulls. Aluminum plating will be alloy 5083-H116, and extruded sections will be 6061-T6 unless otherwise approved by the Survey Authority. Mill certifications for structural materials will be collected and filed for review.

130 FRAMING

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The hulls will be joined by a fabricated box section bridge at the aft end a box section bridge at the bow forming the foredeck.

140 PLATING

Hull plating will be 5083-H116 alloy. Thickness will vary from 4-10mm depending on the area of use and exposure to damage. Plating below water line will not be less than 6mm.

150 ENGINE BEARERS

Engine bearers will have heavy webs and palms structurally integrated with the hull framing and bulkheads.

155 PROPELLER STRUTS

The propeller struts and stern tubes will be fabricated and welded integrally with the hull keel to form a faired structure to help protect the propeller.

161 SUPERSTRUCTURE

The superstructure will be built on a raft of welded aluminum construction forming the passenger deck. The raft will have two longitudinal and multiple transverse fabricated and extruded aluminum "I" beams. The raft will be attached to the hulls through resilient mounts in four rows at the inboard and outboard sides of the hulls. The second deck will be of similar construction to the main deck supported by pillars and window posts. Side and front plating will be welded to a framework of flat and "T" bars.

Cabin soles will be constructed of interlocking extruded planks welded to the transverse beams. The interior deckhouse soles will be flat with caulked seams. The exterior decks will be of similar construction with camber and welded seams. The water tight integrity of the hulls will be maintained by a stiffened plate deck.

170 WELDING

All welding will be of electric pulse arc MIG type process. Welding preparation and execution will be in compliance with current USCG requirements and will be performed by qualified DNV approved welders.

<u>NOTE:</u> The Builder reserves the right to make adjustments in the preceding plating, structure and laminates within the scope of the survey authority requirements as becomes necessary during the detailed design.

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SECTION 200: HULL & DECK FITTINGS

211 SCUPPERS AND DRAINS

Scuppers, limber holes, gutters and drains will be installed to prevent accumulation of water in the hull and superstructure.

A drain pan with tightly spaced fiberglass grating will be installed in front of each passenger door.

212 HATCHES & MANHOLES

There will be flush mounted watertight hatches Freeman or equal, in each hull to provide access to the following spaces:

- engine room escapes, aft peak 24"x24" aluminum Freeman.
- Fuel void, forepeaks, void- 19"x26" aluminum Freeman

Primary engine room access will be via a custom fabricated raised coaming aluminum hatch.

Engine Hatches

A large fabricated aluminum hatch will be installed in each hull deck above each engine room for engine removal. The hatches will be gasketed and bolted in place for removal in the event of an engine removal.

213 DOORS

Doors will be arranged as shown on the Arrangement Plan.

Exterior weather doors will be Pacific Coast Marine(PCM) or equal weather tight doors with upper windows, flush thresholds, holdbacks and closers as appropriate.

214 WINDOWS

Three forward wheelhouse windows will be fixed clear tempered Tenacious Seaclear or equal laminate electrically heated glass. There will be a sliding clamp ring frame window in each side of the wheelhouse.

Side and forward windows in the main cabin will be fixed PCM or equal anodized aluminum clamp ring frame, clear tempered glass windows as required. A frosted glass window will be installed in the passenger head.

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215 WINDOW WIPERS/SCREENS

Three heavy-duty Hepworth or equal marine window wipers with washers will be installed on forward facing wheelhouse windows. Individual switches will be provided with on, off, wash and intermittent functions.

216 HANDRAILS

Welded 1" aluminum pipe handrails will be fitted as follows with spacing and heights to meet USCG requirements:

- On the perimeter of exterior passenger decks
- On sides of stairways
- Overhead of main cabin

Where mid-courses are required, 3/16" stainless steel wire rope or $\frac{1}{2}$ " aluminum pipe will be fitted.

217 STAIRS AND LADDERS

STAIRS

A stairway will be fabricated from aluminum plate as shown on the arrangement plan with aluminum treads and risers. American Econotread or equal aluminum non-skid safety treads will be installed on the stair treads.

LADDERS

Ladders will be fitted to the access of the following places:

- Engine rooms, engine room escape, aft peaks
- -All void spaces aluminum single rung

218 GATES

Two aluminum fabricated sliding passenger gates will be installed, one port and one starboard on the aft deck as shown on the general arrangement plan. The gates will slide on oversized nylon rollers with stainless axles. A latch will be installed to keep the gate in the closed or open position.

Two fabricated hinge gates will be provided across the foredeck as shown on the general arrangement plan. The hinges will be bushed with nylon washers. A latch or pin will be provided to secure the gates in the open or closed position.

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219 MASTS

A mast as shown on the General Arrangement will be constructed to mount radar antennas on tier 3 and flag halyard as appropriate. A flag mast will be mounted on tier 2 with appropriate hardware and 2'x3' flag.

221 GUARDS/ FENDERS

SHEAR GUARD

The shear guards will be a heavy duty 5" x 3/8" thick extruded aluminum channel sponson section welded to the topsides along the deck edge. The guards will extend from the bows and around each transom. The bow will have a single row of 6" wide x 3-1/2" thick Duramax Linerite II Composite Batterboard bolted across the radiused bow.

An extra heavy 4" "half-pipe" guard will be welded to the outboard topsides approximately 12" above the waterline and will extend approximately 2/3 the length of the vessel forward from the transom. A vertical fender will be installed on each stem

223 ENGINE ROOM FLOOR PLATES

Patterned aluminum floor plates will be installed to safely move around the main engines.

224 BITTS/CLEATS / CHOCKS

The vessel will be fitted with four fabricated bitts and two cleats as shown on the General Arrangement.

All bitts will be braced both transversely and longitudinally, and tied to the hull structure. All bitts will be fabricated from 4" diameter heavy wall pipe, and will stand above the deck approximately 16". The midship cleats will be 16" cast aluminum welded to the deck.

225 ENGINE ROOM VENTILATION

Each engine room will be provided with large ventilation trunks and axial supply fans. Manual fire dampers will be installed on the vents. Dampers will be capable of remote operation from the wheelhouse. Fans will be single speed and switched in the wheelhouse. The fans will shut down in the event of releasing the engine room fire suppression.

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227 CATHODIC PROTECTION

The vessel will be supplied with a corrosion meter with silver/silver-chloride reference anode and instructions for measuring the galvanic potential of the vessel. Aluminum alloy anodes will be stud bolted to the hulls.

260 COMPARTMENT VENTS

Gooseneck compartment vents will be installed in each space as required by USCG.

SECTION 300: INTERIOR FINISH

The accommodation spaces and toilets on the vessel will be finished to a high commercial standard, with suspended ceilings, and lined side bulkheads below windows. In view of the large number of people likely to travel on the vessel, the accommodation finish materials will be of a simple, robust nature to minimize maintenance and facilitate cleaning. The overhead of the main cabin and head will be finished with finished with commercial drop ceiling panels. The bulkheads of the main cabins, wheelhouse, head and bar sheathing will be Arvinyl plastic covered aluminum or equivalent approved lining.

320 FLOOR COVERINGS

The main deck and wheelhouse floors will be carpeted with heavy duty commercial grade carpeting. The deck around the bar and near aft doors will be covered in vinyl tile flooring. The floor of the head will be covered with non-skid paint.

330-335 INSULATION

THERMAL

Exterior boundaries of accommodation spaces will be thermally insulated with 3" thick USCG approved fiberglass insulation with vapor barrier. Insulation will be fastened with glued clips.

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ACOUSTICAL

The engine room will be insulated with lead/fiberglass blanket insulation sufficiently to meet the desired interior sound level requirements. Engine room vents will be lined with an acoustical duct board. Insulation will be mechanically fastened to the vessel structure.

340 SIDE and INTERIOR CABIN BULKHEAD LININGS

Interior side linings will be Arvinyl aluminum core decorative panel.

345 OVER HEAD LININGS

The interior overhead lining of the main cabin, wheelhouse and head will be Dampa 600mm square panel ceiling system.

360 CONTROL CONSOLE

The control console will be fabricated across the forward end of the wheelhouse approximately as shown on the general arrangement. The console will be fabricated from aluminum tubing and sheathed with low reflective decorative laminate or paint.

370 FURNITURE/ SEATING

Seating will be arranged as shown on the General Arrangement drawing. Interior passenger seating, installed on welded tracks at a pitch of 30", will be Freedman Gemini of equal seats. Four folding seats will be installed forward in the main cabin to provide space for two wheelchairs.

Exterior passenger seating will be Freeman Genoa seats. The helm seat will be H.O. Bostrom or equal adjustable seat upholstered with cloth. A folding footrest will be installed on the console.

380 MISC. HARDWARE AND EQUIPMENT

In general hardware will be of commercial quality suitable for the purpose intended.

Wheelchair tie-downs will be provided to secure two wheelchairs forward in the main cabin.

390 MARKINGS / SIGNS

Signs and markings will be supplied only as required by USCG. Additional signage will be supplied under a separate agreement.

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Draft marks will be welded to the topsides forward and aft and painted in a contrasting color.

An engraved builder's plaque will be provided to identify the Builder, Designer, Hull number and launching date. The plaque will be appropriately mounted in the interior of the vessel.

The Official Number of document will be stamped into the aft bridge of the vessel as required by USCG.

SECTION 400: STEERING

430 RUDDER STOCK AND BLADE

Dual, high-speed, spade-type rudders shall be fabricated with steel plates. The rudder stock shall be Type 316, stainless steel. Rudder stocks will be supported by a composite radial bearing at the bottom and a self aligning roller bearing at the top. A Strong Inc. dripless seal will be fitted to the top of the rudder port.

440 STEERING SYSTEM

Steering will be provided at one station as shown on the arrangement plan. The steering system shall consist of a hydraulic helm unit driven by dual PTO pumps, flange mounted on each gear, connected in parallel. In the event of an engine or pump failure, the steering performance will not be interrupted, only reduced. The hydraulic system will be provided with a reservoir, filter, flow control, and relief valve necessary for proper operation. In the event that both pumps are lost, manual steering will automatically be available through the helm pump. Helm shall be fitted with a smooth, stainless steel, destroyer-type wheel. Hydraulic tubing shall be stainless steel with flex lines used near components which are subject to vibration. Rudder stops shall be fitted in the lazarette to limit the arc of rudder travel in the event of a steering cylinder failure.

450 RUDDER ANGLE INDICATOR

An electric rudder angle indicator will be installed to display the angle of the rudders relative to centerline.

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SECTION 500: MACHINERY

GENERAL

The machinery will, where appropriate, be installed in accordance with USCG and ABYC requirements. Due to the configuration of the vessel, the machinery installation will be divided between two totally separate engine rooms (one in each hull), providing a very high degree of protection against total failure.

520 Propellers and Shafting

Propellers shall be custom designed Bruntons or equal 5 blade nickel-aluminum-bronze. Propellers shall be fitted with brass nuts and key and stainless cotter pin. Shafts shall be Aquamet-22, stainless, or equivalent. Shaft coupling shall be taper bored, keyed couplings, drawn in place with a retainer plate and cap screws. Bearings in the stern tubes will be water lubricated, composite shell, cutlass-type rubber marine bearings. Stern tubes shall be machined from aluminum hollow bar. Each stern tube shall be fitted with a Lasdrop Gen2 dripless shaft seal.

530 MAIN ENGINES / GEARS

One Cummins QSK19-M, 19 liter, 6-cylinder, 4 cycle, EPA Tier 3 compliant marine diesel propulsion engine rated at 800 Bhp at 2100 RPM will be resiliently mounted <u>in each</u> engine room (total two engines). Power will be transmitted through a bell housing mounted TwinDisc MGX-5145SC gear box.

Each engine will be supplied as follows:

- Heat exchanger cooling system
- resilient mounts
- Sea water/jacket water pumps
- Coolant heaters
- Primary/Secondary fuel filter
- Air Intake system
- Electronic governor
- 24 volt starter
- 24 volt alternator
- Lube oil filters
- LCD pilot house display panel

Each gearbox will be supplied as follows:

- oil cooler
- electric shift solenoid
- pressure and temp. senders as required

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torsional coupling

540 MECHANICAL INSTRUMENTS AND CONTROLS

Mechanical reach rods will be installed on fuel shut off valves requiring manual remote actuation.

560 AUXILIARY MACHINERY

Two Caterpillar C2.2 marine generator sets with a capacity of 30 kW will be installed in the engine room to provide 120/208 volt AC 60 cycle three-phase power to the vessel. A start/stop and gauge panel will be installed near the generator to display oil pressures, water temp, charging voltage and engine hours. An automatic shutdown system will be provided to shutdown the engine in the event of high water temperature or low oil pressure.

The generator set will be supplied as follows:

- Keel cooling
- dry exhaust
- coolant heater
- 24 volt starter and alternator
- Engine vibration mounts
- Drip pan
- Lube oil filter
- Fuel filter
- Hydro-Mechanical Governor
- Engine Gauge panels at engine and transfer panel
- Start/stop/circuits at engine and transfer panel
- Low oil pressure shut-down
- High water temperature shut-down
- USCG approved generator and fuel systems
- Belt guards
- Fuel lift pump
- Block heater

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SECTION 600: PIPING

GENERAL

All pipe work will be installed in accordance with USCG requirements. Runs of pipe work will, as far as possible, be kept clear of work or access areas, etc. Pipes will be secured to the vessel's structure by bolted clips, lugs, etc. Pipe runs requiring regular maintenance, will be broken up by flanges or couplings to facilitate removal if necessary. Bulkhead penetrations shall be in accordance with USCG requirements. To the extent that is allowed by USCG CPVC piping will be used for non critical systems.

620 BILGE & FIRE SYSTEMS

FIRE PUMPS/MAIN

The dry fire main system will be supplied by a 5 hp electrically driven MP centrifugal pump, installed in the starboard engine room, drawing from the seachest though a suction strainer and stainless steel piping. A pressure gauge and relief valve will be installed immediately after the pump. The pump will be capable of supplying the required flow and pressure to the fire main. A fire station(s) will be installed in the superstructure with 50 feet of 1-1/2" hose, 1/2" combination nozzle and spanner as required by USCG. Remote fire pump switch will be installed in the wheelhouse and engine room. Fire hydrant and hose will be in a cabinet. The fire system piping will be galvanized steel as required by USCG. The fire pump will also serve as the bilge pump for the hull in which it is located.

BILGE PUMPING SYSTEM

A 1 hp electrically driven Oberdorfer bilge pump in the port engine room and the fire pump in the starboard engine room will serve as the primary bilge pump for the hull in which it is located. Each pump will be connected to a stainless steel bilge manifold and bilge system. A suction cross over will be installed between the manifolds to fulfill the two bilge pump requirement. A portable Whale Gusher pump will be supplied to pump the forepeak and fulfill the portable emergency pump requirement.

630-631 ENGINE COOLING/SEACHESTS

Fabricated sea inlet boxes (sea chest) will be fitted in the hulls for main engine, fire pump and auxiliary seawater pressure systems. The boxes will be fitted with bolted strainer plates flush with the hull. An anode block will be stud bolted in each box. Inlet strainers will be accessible and removable for cleaning. Stainless steel suction

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and discharge piping will be connected with flanges and rolled groove Victaulic couplings as appropriate. The sea valves will be stainless ball or butterfly valves.

The generators will be cooled using split pipe welded to the hull.

640-645 FUEL SYSTEM

The vessel will be fitted with a 400 gallon free standing fuel tank in each-hull (total 800 US gallons). Filling of each fuel tank will be through a (2") cam lock fitting. Each tank will have a (1-1/2") vent lead above the hull deck and fitted with a vent/ball check and Scully whistle. Filling and venting pipes will be aluminum. The fuel fills and vents will be located on the foredeck in a retention box on the foredeck with a lockable cover and drain valve. A valve with plug will be fitted at the bottom of each tank for sludge removal.

Fuel tank suctions will be fitted near the bottom of each tank. Shutoff valves will be fitted on the fuel tank. These valves will be fitted with manual remote actuators to enable them to be shut off from the main deck in the event of a fire. The fuel return connections will be fitted at the tops of the tanks.

The fuel supply and return flexible connections to all engines will be made in USCG approved wire braided hose. Fuel supply and return for all engines will be stainless steel seamless drawn tubing and black iron pipe as appropriate.

The main engines fuel supplies will have appropriately sized duplex Racor or equal water separating primary filters and secondary particle fuel filters. The generator will be fitted with a simplex Racor filter.

Fuel sounding will be made using a Petrometer sounding system located in the wheelhouse.

650 MAIN ENGINE EXHAUSTS

The main engine and generator exhausts will be dry and discharge out of the outboard topsides. The systems will be fitted with a high quality critical grade mufflers, steel tubing and stainless flexes sufficient to meet exterior noise requirements. Each turbo exhaust connection will be fitted with a high quality flex connection mounted on flanges for removal. Hot sections of piping will be insulated with "Grey" coated approved high temp fiberglass blankets.

660-665 POTABLE WATER PRESSURE SYSTEM

A potable water system will be supplied by a pressure set located in one hull. Water will be supplied to the bar and head sink faucets and toilets for flushing, and a keyed spigot located below each head sink. Faucets will be a mixing type suitable for use

Prepare For:Hornblower

18of 26

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by the disabled. Sink basins will be stainless steel. Water will be drawn from a 100 gallon water tank located in one hull. A Headhunter Tank Sentry will be provided for the water tank. A 4 gallon electric water heater will be located in the bar area to supply hot water to the head and bar sinks. To the extent that it is allowed by USCG, PVC and CPVC piping will be used.

670 HVAC

A cabin HVAC system will be designed to maintain between 65-75 degrees Fahrenheit in the center of the main cabin.

An air cooled air conditioning and resistance coil heating system with a capacity of 120,000 btu (10 tons) of cooling capacity will be supplied for the interior cabin. Two 5 ton air cooled condensing units mounted on Tier 2 will each supply two air handlers mounted above the finish ceiling of the passenger cabins. Each air handler will be fitted with a resistance heating coil, supply and return grills, condensate drain, insulated plenums and ducting, and return air filter. A similar 1.5 ton air cooled air conditioning system will be installed to cool/heat the pilot house. Radiant panel heater will be installed in the head. A vent fan will be provided in the passenger head

The HVAC electrical load will be partially shed when the fire pump is activated.

690 SANITARY SYSTEM

A Head Hunter Royal Flush Commercial marine toilet will be provided in the passenger head. The toilet will be at a height suitable for the disabled. The toilet will be piped directly to a 200 gallon holding tank located in the port hull. The tank will be fitted with a vent, clean out, and Head Hunter Tank Sentry. Pressurized fresh water will be supplied to the toilet for flushing through a siphon break. A remote flush button will be provided for the toilet. A suction pipe with 2" cam lock fitting suitable for a shore-side vacuum pump will lead from the tank to the port side of the vessel. The tank will be capable of sounding through the shore side suction pipe.

692 FIXED FIRE FIGHTING EQUIPMENT

A USCG approved FM-200 engine room fire suppression system will be installed in each engine room with machinery and ventilation shutdown switches as required by USCG.

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SECTION 700: ELECTRICAL

GENERAL

The AC and DC electrical system will be complete and modern, utilizing commercial equipment suitable for marine service will be installed in good marine practice and approved by USCG, and ABYC as appropriate. Bulkhead and deck penetrations will be made with watertight strain relief fittings or approve multi-cable transits as appropriate. Wire hangers and Tyraps will be spaced to prevent sagging, movements and chaffing.

MAIN SWTCH BOARD and SHORE POWER

The vessel will be fitted with a marine switch board capable of distributing and transferring between shore power and generator inputs. A mechanical slide bar interlock will be installed between the shore power and generator breakers to prevent paralleling of the sources. Metering and indicators for current, voltage, ground fault and power available will be provided as required by USCG. The switch board will be mounted in the wheelhouse.

The vessel will be fitted with a 100 amp 120/208 volt three phase, 60 Hz from the owner supplied shore power cord and system. The shore power system will supply power to lighting, electrical outlets, engine block heaters and battery chargers. An isolation transformer will be installed in the shore power circuit. It will be the responsibility of the owner to verify the compatibility, safety, and "cleanliness" of the shore power system and ground.

Distribution Panels

Square "D" distribution breaker panels will be located as follows:

- 1 main distribution panel (located in wheelhouse)
- 1-pilot house panel
- 2 engine room panels
- 1- bar panel

732 EXTERIOR LIGHTING

Single element navigation lights will be supplied as required by USCG as follows.

Navigation lights (LED):

- (2) Sidelights
- (1) Masthead Light

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- (1) Stern Light
- (1) Anchor Light all around white

Searchlight: (1) ACR-RCL-100 24 volt remote control

EXTERIOR LIGHTS

120VAC

2 – bow LED floods lights
2- bow amber LED boarding lights
3-Tier 2 – amber LED lights
2-tier 1 – amber LED lights

24VDC

2- tier 1 aft 35W watt LED floods 2- tier 1 bow 35W watt LED flood 1- tier 2 deck 35W watt LED flood 1-tier 2 guarded LED fixtures 2-tier 1 guarded LED fixtures

731 INTERIOR LIGHTING

120VAC

Main Cabin- 20 LED trim lights
4 LED eyeball lights over bar
Head-1- LED Mirror light
1-LED Trim light
Engine Rooms - 6 –LED fixtures (3 each)
Pilot house – 1 LED Trim Light
1-LED guarded fixture

24VDC

Pilothouse- 1- LED trim light Tier 1- 4- LED trim lights Head – 1 LED trim light Engine Room 8-LED (4 each) Aft Peaks – 2 – LED (1 each)

733 RECEPTACLES

Duplex, 120V-AC, receptacles will be located as follows:
(3) Pilothouse –USB type

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- (2) one in each engine room (watertight)
- (4) Passenger cabin
- (4) Bar in addition to those required for installed equipment

A continuous strip type outlet will be mounted in the main cabin along the outboard bulkheads above the tables and vertically on four stanchions below the seat backs.

740 D/C SHIP SERVICE 24 VOLTS

A 24-volt ship's service system powered by two dedicated 8D batteries will supply running lights, and electronics. The main ship service distribution panel (Bass or equivalent) will be installed in the starboard engine room with lighting and electronics sub-panels located in the wheelhouse. 12 volts will be supplied to an electronics panel located in the wheelhouse through a 24 to 12 volt step down transformer. The system will be charged by a 24-volt multi-bank battery charger and an alternator on each main engine through a battery combiner. The fully charged battery capacity will be sufficient to operate one electric bilge pump for 24 hours.

Main Engine and Generator Starting

A dedicated 24 volt bank of 8D batteries will be located in each engine room to start a main engine and the generators. The batteries will be charged by a multi-bank charger in each engine room and main engine alternators through a battery combiner.

770 NAVIGATION ELECTRONICS

The vessel will be equipped with the following navigation electronics:

- 2-Furuno MFD-12 Radar/plotter units
- 1-Furuno Radar scanner
- 2-Standard Marine GX-5500 VHF radios with antenna
- 1-Depth Sounder Furuno RD30
- 1-RF field strength meter
- 1-Furuno FA-150 AIS with antennas

790 PA/Entertainment system

A commercial quality public address system will be provided with the following equipment.

- Fixed Microphone in wheelhouse
- 2-Amplifiers(upper and lower deck)
- Equalizer module
- AM/FM tuner

Prepare For:Hornblower 22of 26 Prepared by: Gladding-Hearn Shipbuilding Last printed 6/8/2015 1:49:00 PM

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- Bose exterior speakers
- Bose interior speakers
- Volume control module
- Power conditioner module
- Audio jack at bar

The system will be split into two zones Interior and exterior. The system will be capable of broadcasting an audio signal from the video system. An auxiliary microphone jack(5-pin) will be installed forward in the main cabin.

791 BILGE ALARMS

A bilge level alarm sensor will be installed in each bilge compartment aft of the collision bulkhead and connected to a Murphy telltale panel in the wheelhouse.

795 VIDEO SYSTEMS

CCTV

An interior/exterior 8 camera CCTV, 4TB DVR system will be installed with a 12" diagonal color monitor in the wheelhouse and cameras in the following locations: 1 on aft deck facing astern, 2 side for maneuvering, 2 for engine rooms, 2 in diagonal corners of cabin and 1 looking aft onto upper deck. The system will be capable of selecting one camera or scrolling through all cameras.

Video Entertainment System

A video entertainment system will be installed in the main passenger cabin consisting of the following equipment:

- 2 42" class diagonal LCD Monitors with closed caption module
- 1- TV Tuner/VCR/DVD player
- 1-video distribution AMP
- 1-KVH TracVision HD7 Marine Satellite tracking system
- 1-VGA Jack at bar
- 1-A/B switch

797 ENGINE AND GEAR CONTROLS

A TwinDisc EC 300 marine electronic control system will be installed to control the engine governors and TwinDisc Quickshift gears at one control station.

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SECTION 800: OUTFITTING

810 MOORING EQUIPMENT

- (1)- Anchor Fortress FX-125 stowed vertically on foredeck
- (1)- 300 Ft. 1-1/4" anchor line stowed in forepeak, bitter end fastened to vessel's structure
- (10) feet of 5/8" Galvanized chain, shackles and swivel as required
- (4)- 45 Ft. x 1" Polydac dock lines incl. 30" eye splice.

820 MISC. NAVIGATION AND SAFETY EQUIPMENT

- (1) removable 8" brass bell will be installed outside one wheelhouse window
- (1) flag staff with halyard, cleat and 2' x 3' US flag
- (1)- Ritchie Compass Black finish, light
- (1)- Electric Air Horn sufficient to satisfy COLREGS
- (2) cell "D" cell Mag-light flash lights with mounting clip 1 in each engine room.
- (1)- rechargeable type portable flash light will be installed in the wheelhouse.
- (1) USCG approved First Aid Kit
- (1) 12' boat hook

830 LIFE SAVING/SAFETY EQUIPMENT

Life saving equipment will be provided to meet the requirements of 46 CFR Subchapter T to allow the vessel to operate in Lake Bays and Sounds Service in Cold Water.

- (2) 50 Person DBC Marine, Inflatable Buoyant Apparatus on aft deck
- (3) 24" Life rings, one with strobe light and line.
- (1)- USCG approved Pyrotechnic Signaling Kit.
- (1) Rescue ladder
- (1) 70' heaving line

Life Preservers

Life preservers (PFD) as required will be supplied as follows:

155 type 1 adult PFD 16- Type 1 child PFD

The Builder will be responsible for labeling all PFD's to the satisfaction of the USCG. The Builder will stow PFD's to the satisfaction of the USCG. Donning instructions will be provided to the satisfaction of U.S.C.G.

Prepare For:Hornblower

24of 26

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840 FIRE FIGHTING EQUIPMENT (PORTABLE)

Portable fire fighting equipment will be provided, labeled and stowed as required by USCG.

870 BAR AND BAR EQUIPMENT

A bar will be fitted at the rear of the main cabin as shown on the general arrangement plan. The bar will be fabricated with aluminum tubing and sheathed with decorative laminate. The top will be decorative laminate with a fiddle rail. The counter in way of the coffee maker will be stainless steel. Crew access to the bar will be through an 18" hinged flap. The following equipment will be selected from quality off-the-shelf product lines appropriately sized for installation in the bar as shown on the arrangement plan:

- Stainless steel sink with hot/cold faucet
- Under counter chest refrigerator with lock.
- Coffee machine(Owner Supplied**)
- commercial microwave oven
- glass enclosed undercounter refrigerated display case with locking door
- · cash register

Four 120 V duplex power outlets will be provided in addition to those required for permanently installed equipment. The bar floor will be provided with a drain.

SECTION 900: PAINTING

TOP SIDE PAINT SYSTEM (above water line)

The vessel will be painted with International 990HS paint system or Orca Marine vinyl laminate in accordance with general paint specifications given below. Appearance will be similar to existing NY Water Taxi vessels. Before commencement of painting, a detailed specification for preparation, and paint application will be obtained from the paint manufacture.

Hull Interior

Fuel tanks No paint
Engine rooms No Paint
Elsewhere No paint

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Hull Exterior

Topsides color TBD Foredeck Sand blast finish

Concealed decks No paint

Superstructure

Inside bulwarks No paint

Exterior sides Orca Marine Vinyl

Interior behind linings No paint Non-skid Gray

Areas subject to abrasion or impossible to prep such as handrails, shear guard, and stair risers will be unpainted.

MARKINGS

Draft marks and official number will be permanently applied as required by USCG. The following lettering will be applied in decal material:

- (3) Vessel name Bow port, bow starboard, stern
- (1) Hailing port Stern
- (2) Company Name

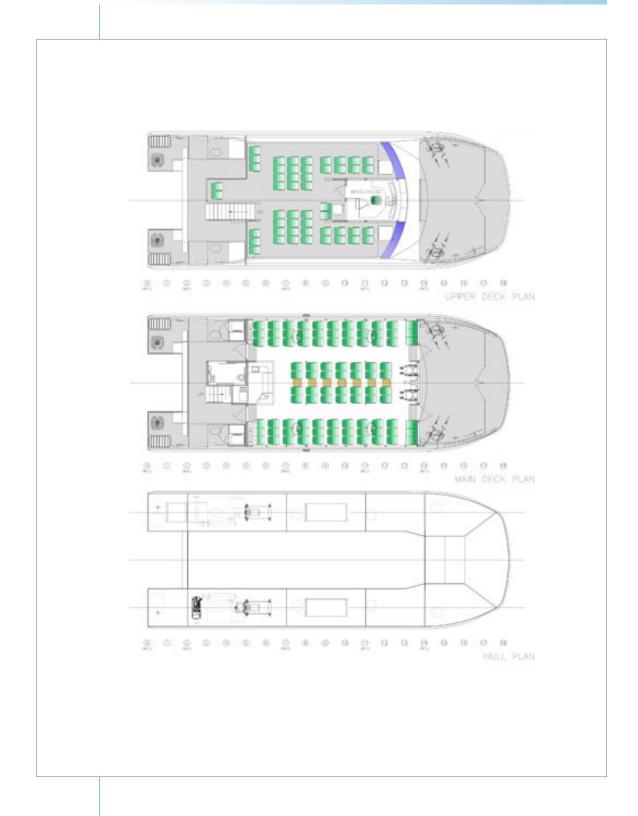
BOTTOM PAINT

International 5640 antifouling over approved epoxy primers.

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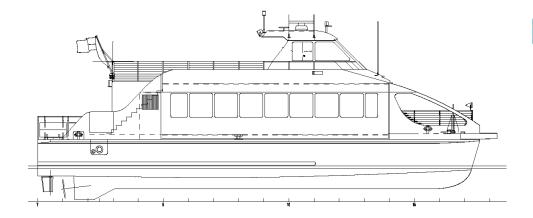








Appendix D: Vessel Particulars



Company Name: Hornblower

Hull Type: Catamaran

Length Overall: 72.0'

Draft: 5.08'

Beam: 27.39'

Air Draft:

Gross Tonnage: Under 100 Gross Tons

Capacity: (Seated indoor, seated outdoor, general) 112 seats main deck, 38

seats second deck

Year Built: New Build

Manufacturer/Shipyard: Gladding - Hearn

Naval Architect: Designer Incat Crowther PTY Ltd

Hull Material: (Steel, aluminum) Aluminum

Environmental Particulars: (Wake mitigation certificates or studies)

Crewing Description and USCG Requirements for Crew Description (SOLAS,

Pilotage, limited Oceans MMC)

One Master and Two Deckhands as required by United States Coast Guard.





TYPE OF VESSEL
Make: Gladding- Hearn
Model: Incat Crowther Design 22 Meter
Number of Engines: two
Engine Size: 19 Liter
Horsepower: 800 BHP
Engine Type: Cummins
Type of Fuel: Ultra Low Sulfur Fuel
Emissions Control: EPA Tier 3
Loading Configuration: Bow and Side Loading capabilities

Loading Configuration Description specific requirements for barge interface: Bow Load Radius to fit all City dock configurations.

Propulsion Type (including shafting and propeller configuration): Propellers will be 5 blade nickel-aluminum bronze, the shafting will be Aquamet – 22 stainless steel with Lasdrop dripless shaft seals.

Safety Equipment Description and Requirements: See attached vessel specification document Section 800 pg 24.

Amenities

Number of Bicycles, Strollers and Wheelchairs accommodated (each): Two wheelchair stations on the main deck.

Restroom Description: A wheelchair accessible passenger toilet with the dimensions required by Access Board Passenger Vessel Accessibility Guidelines June 25,2013 will be on the main deck.

Concession Description:

Additional Information:



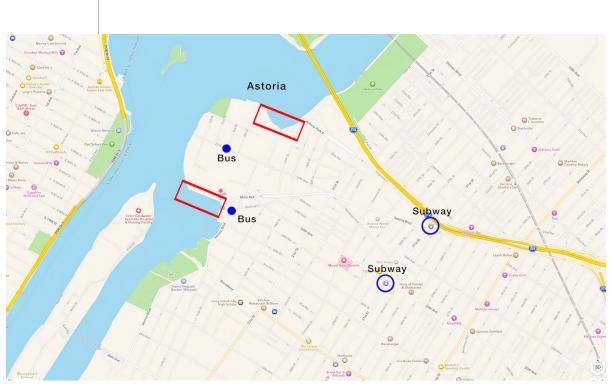


Appendix E: Mass Transit Connections by Route

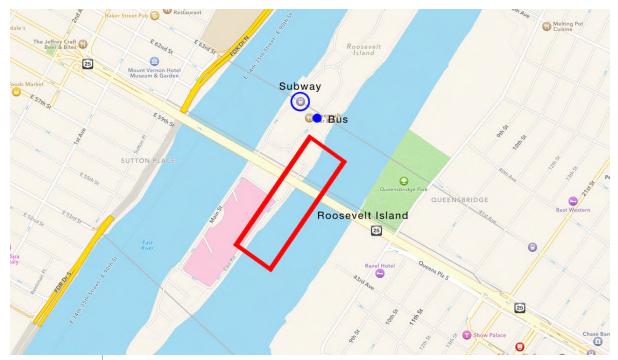








Route(s): Astoria



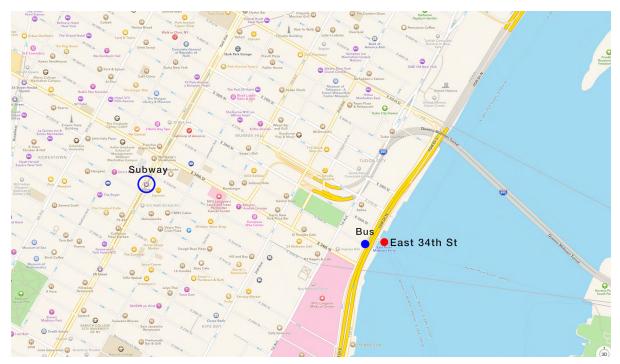
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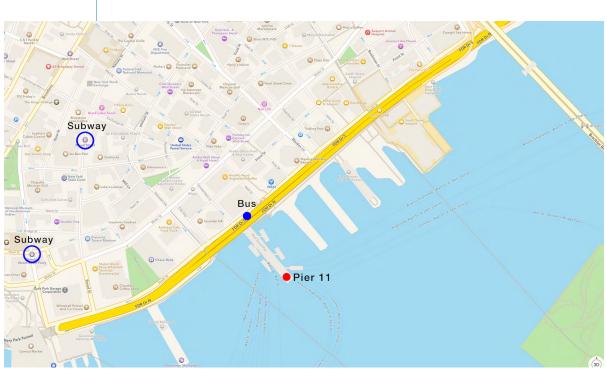
Route(s): Astoria, LES



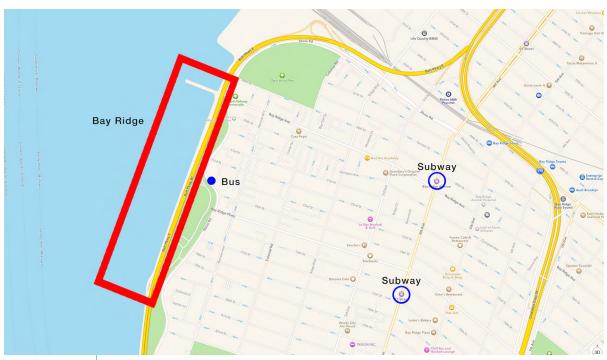
Route(s): Astoria, LES, ERF







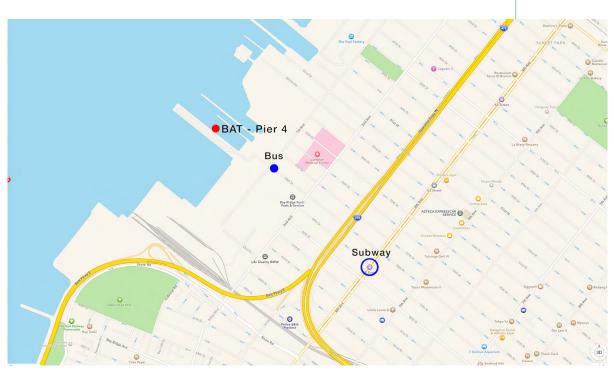
Route(s): Astoria, So. Brooklyn, SBGI, Rockaway, LES, Soundview, ERF



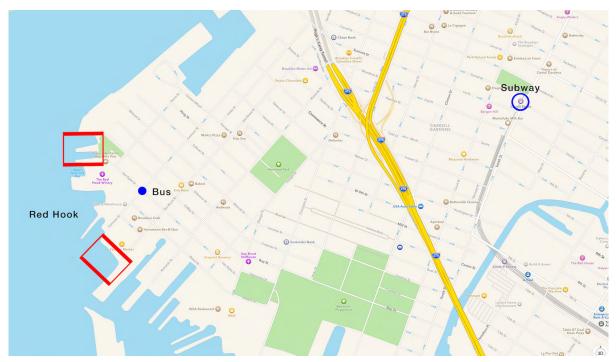
Route(s): So. Brooklyn, SBGI







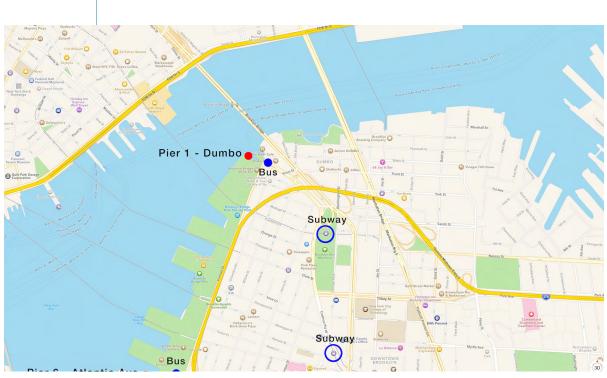
Route(s): So. Brooklynn, SBGI, Rockaway



Route(s): So. Brooklynn, SBGI







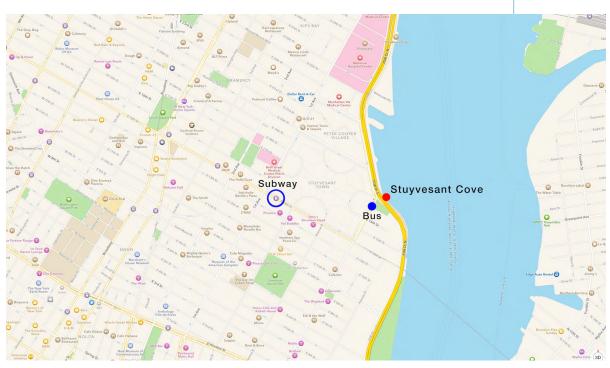
Route(s): So. Brooklynn, SBGI, ERF



Route(s): Rockaway







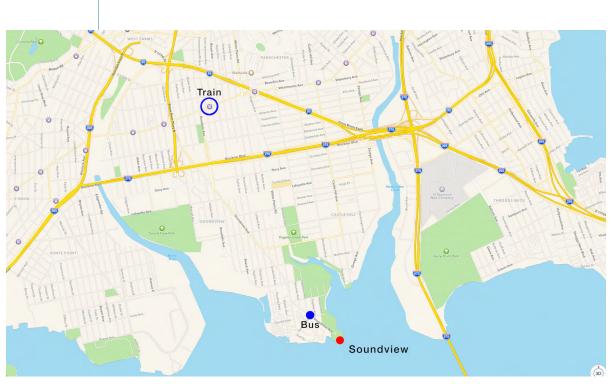
Route(s): LES



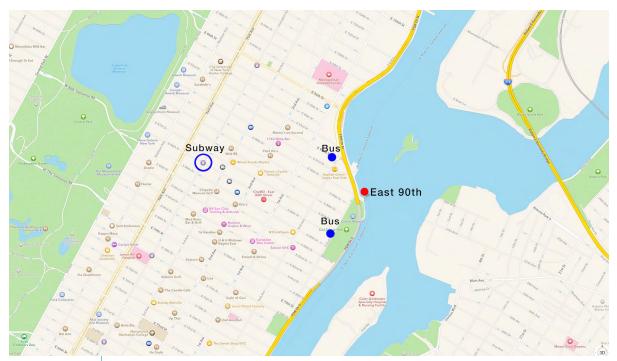
Route(s): LES, ERF







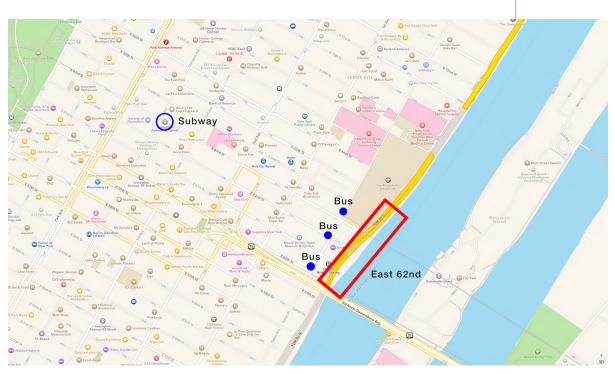
Route(s): Soundview



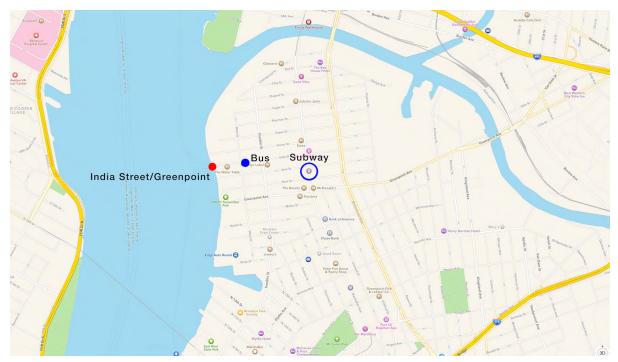
Route(s): Soundview







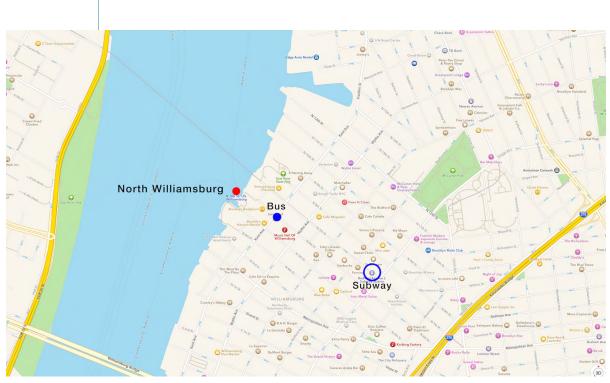
Route(s): Soundview



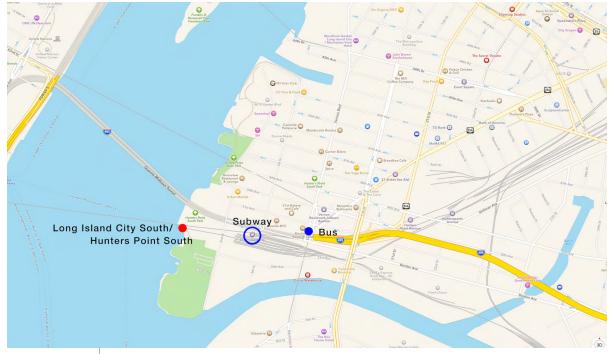
Route(s): Route(s): ERF







Route(s): Route(s): ERF



Route(s): Route(s): ERF

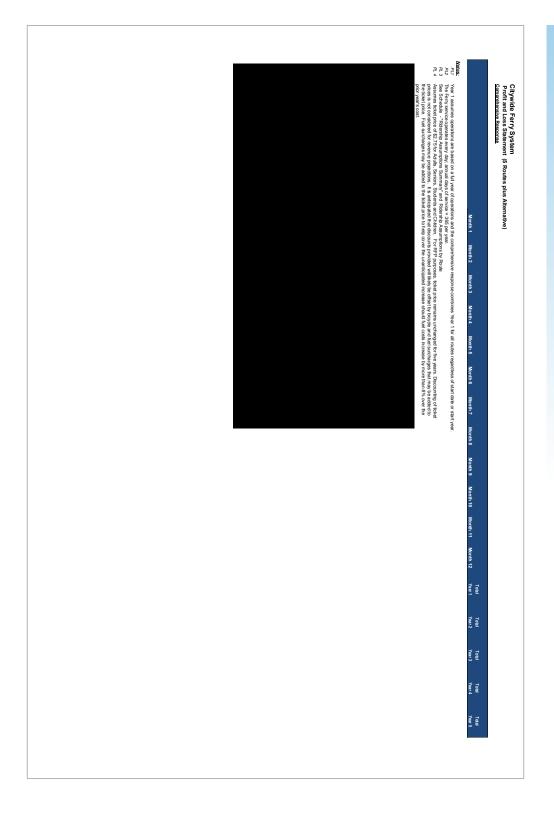




Appendix F: Financial Statements

PL25		PL24	AL22	FL 19 FL 20 FL 21	P 15	P19 P210 P212 P213	P18	PL5 PL6 PL7	Notes: PL1 & P2 PL3 PL4	
ssistance (f necessary) se (Revenue) Payment to NYCEDC (Expense	Community PR Ren Community PR Ren Castlenet Service Castlenet Service Castlenet August (A) Total Expanses Treal Expanses	Marketing Marketing costs	Shuttle Bus Cost of Operations Packwares E Buth Steet That Steet The Buppers Taketing Depreciation of Tide Brypers Depreciation of Tide Brg System Depreciation of Tide Brg System	Unified notices Walen and refuse ISO, Saferly & Society Training Uniforms Gred cased Sea Department	Insurance appeases Landing be Sow removal for all andrags Other expenses: Vessel Fees Berthing Dy docking & inguestions E micro Services Contracting supplies Surrond range	Ferry Service Concession costs Fuel costs Crew wages Management overhead Repairs and maintenance	Operating Hours Revenue Hours Layover Hours Dead Heading Total Operating Hours	Revenue Fare revenue Concessoris Advertising Advertising Total Revenue	Number of vessels Projected ridership Base fare	
	193,717		3,554,097	سطس			3,834.7 1,421.8 996.0 6,252.5	859,580	19 230,673 \$2.75	Month 1
	193,717 3,528,339		3,334,622	سطل			3,465.9 1,286.6 900.0 5,652.5	676,560	19 180,535 \$2.75	Month 2
	193,717 3,877,957		3,684,240	سطل			4,661.4 595.1 996.0 6,252.5	1,029,748	19 311,409 \$2.75	Month 3
	193,717 3,778,896		3,585,180	سطل	سلس		4,772.2 314.8 960.0 6,047.0	1,581,755	19 486,254 \$2.75	Month 4
	193,717 3,909,473		3,715,756	шш			4,981.9 412.6 1,008.0 6,402.5	1,921,451	19 593,850 \$2.75	Month 5
	193,717 3,875,707		3,681,991	шш			4,848.1 447.9 984.0 6,280.0	1,973,772	19 610,403 \$2.75	Month 6
	193,717 3,897,910		3,704,194	w	w		4,943.9 344.6 996.0 6,284.5	2,215,419	19 686,963 \$2.75	Month 7
	193,717		3,783,727	سس	w		5,019.9 480.6 1,020.0 6,520.5	2,372,202	19 736,622 \$2.75	Month 8
	193,717		3,674,845	سطس	ىلىر		4,489.7 564.3 960.0 6,014.0	1,916,557	19 592,298 \$2.75	Month 9
	193,717		3,690,912				4,595.2 562.3 984.0 6,141.5	1,634,016	19 502,807 \$2.75	Month 10
	193,717		3,539,449	шш	ملاء		3,760.3 1,403.2 972.0 6,135.5	1,580,127	19 485,736 \$2,75	Month 11
	193,717		3,515,253	سطال			3,834.7 1,421.8 996.0 6,252.5	725,981	19 215,193 \$2.75	Month 12
	2,324,600	I	43,464,258				53,207.9 9,255.6 11,772.0 74,235.5	18,427,095	19 5,632,744 \$2.75	Total Year1
	2,324,600 2,423,438 45,788,858 45,335,570		42,912,132				53,207.9 9,255.6 11,772.0 74,235.5	19,012,275	19 5,811,331 \$2.75	Total Year 2
	2,494,347 46,336,327		43,841,979				53,207.9 9,255.6 11,772.0 74,235.5	19,660,561	19 5,992,427 \$2.75	Total Year 3
	2494.341 2587.377 2,042.583 16,336,227 47,374,986 49,446,772		44,807,584				53,207.9 9,255.6 11,772.0	20,330,355	19 6,172,200 \$2.75	Total Year 4
	2,642,5 48,446,7	I	45,804,130				53,207.9 9,255.6 11,772.0	21,025,1	19 6,357,366 \$2.75	Total Year 5





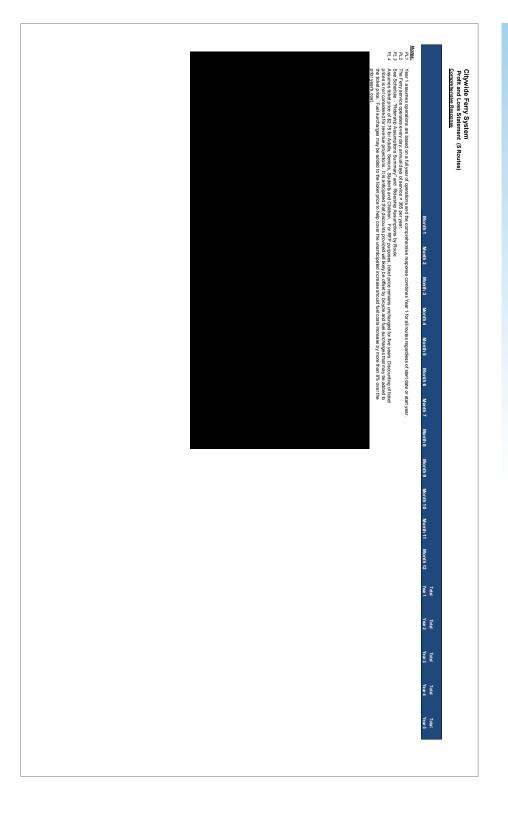
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PL25		PL24	PL23	PL22	PL20 PL21	PL19			į	PL16 PL17	PL15	PL12	PL10 PL11		PL8		PL6	PL3	Notes:		
Requested Assistance (if necessary) Operations fee (Revenue) Participation Payment to NYCEDC (Expense)	Collections Service, Italia Relations Community RF Fem Coll Cromb Supervice Call Cromb Supervice Call Cromb Supervice Call Cromb Supervice Call Cromb Supervice Total Expenses	Marketing Marketing costs	Told Expenses System Support Services Ticketing Trade/Office Supples Deprecation of Ticketing System	Shuttle Bus Cost of Operations Rockways	Interest expense Contingency	Amortization of org costs Depreciation (Vessel) Depreciation (Vessel)	State of the Security Training ISO, Safety & Security Training Uniforms Credit card fees	Support costs Utilities Water and refuse	Dry docking & inspections Enviro Services Operating surplies	Other expenses: Vessel Fees Rething	Landing fee Snow removal for all landings	Management overhead Repairs and maintenance	Concession costs Fuel costs Crew wages	Ferry Service	Operating Hours Revenue Hours Laywore Hours Dead Heading	Total Revenue	Revenue Fare revenue Concessions Advertision	Number of vessels Projected ridership Base fare			Comprehensive Response
				J	Ц	J			لا	4				9,173.9	3,199.7 1,143.8 830.0	622,203		16 176,674 \$2.75		Month 1	
1					Ш	J								4,077.0	2,891.9 1,035.1 750.0	475,047		16 138,272 \$2.75		Month 2	
1				J	Ш	Ц				1				0,173.0	3,766.4 577.1 830.0	791,361		16 238,510 \$2.75		Month 3	
				J	Ш	Ц								4,311.0	3,862.2 314.8 800.0	1,213,947	4	16 372,424 \$2.75		Month 4	
				J	U	U	۲		Ы					3,273.3	4,022.9 412.6 840.0	1,473,999	1	16 454,833 \$2.75		Month 5	
					Ц	Ш			Ш					3,170.0	3,910.1 447.9 820.0	1,514,007		16 467,511 \$2.75		Month 6	
					Ш					1				0,173.0	3,998.9 344.6 830.0	1,699,045		16 526,148 \$2.75		Month 7	
					Ш					1				3,377.3	4,046.9 480.6 850.0	1,819,069		16 564,183 \$2.75		Month 8	
					Ц	J	۲		Ы	1				4,377.0	3,629.7 547.3 800.0	1,470,248		16 453,644 \$2.75		Month 9	
			▆▐		Ц	J			ш	1				3,000.0	3,719.2 545.8 820.0	1,253,955		16 385,102 \$2.75		Month 10	
					Ш					1				3,070.0	3,136.3 1,129.7 810.0	1,212,696		16 372,028 \$2.75		Month 11	
					Ш									3,173.3	3,199.7 1,143.8 830.0	558,814		16 164,818 \$2.75		Month 12	
					Ш				Ш					01,317.0	43,383.9 8,123.1 9,810.0	14,104,391		16 4,314,148 \$2.75		Total Year 1	
					Ш	Ц					₫			01,317.0	43,383.9 8,123.1 9,810.0	14,591,605		16 4,449,394 \$2.75		Total Year 2	
								Ч	Ч	7	1			01,317.4	43,383.9 8,123.1 9,810.0	15,089,41	4	16 4,589,632 \$2.75		Total Year 3	
		Ī		I						1					9 43,383.9 1 8,123.1 0 9,810.0	2 15,603,12	4	16 4,727,321 \$2.75		Total Year 4	
		<u> </u>		<u> </u>						4					1.9 43,383.9 1.1 8,123.1 1.0 9,810.0	16,135,	_	16 4,869,140 \$2.75		Total Year 5	









Citywide Ferry System Astoria Route Profit and Loss Statement

PL22		PL19 PL20 PL21	PL18		PL16 PL17	PL14	P.111 P.112 P.113	PL9 PL10		PL8	PL5 PL6 PL7	PL3 PL4		PL2	lotes:
	Total Expenses Net Income / (Loss)	Interest expense Management overhead Contingency	Uniforms Credit card fees Credit card fees Amortization of org costs Depreciation (Vessel) Depreciation (Kiosks/Signage/POS)	Operating supplies Operating supplies Support costs Utilities Water and refuse ISO, Safety & Security Training	Unier expenses: Vessel Fees Berthing Dry docking & inspections Environ Services	Landing fee Snow removal for all landings	Crew wages Crew payroll taxes & benefits Repairs and maintenance Insurance expenses	Ferry Service Concession costs Fuel costs	Layover Hours Dead Heading Total Operating Hours	Operating Hours Revenue Hours	Revenue Projected fare revenue Concessions Advertising Total Revenue	Projected Ridership Fare	Revenue increase Cost increase Credit card fees	Daily operating hours Peak hours Off-Peak hours	
	665,373					J			1,226.0		229,765	69,703 \$2.75	0.0% 0.0% 2.5%	31 21 10	WOING!
	633, 256					Ł			1,108.5		182,041	54,553 \$2.75	0.0% 0.0% 2.5%	28 19 9	
	695,813					4			1,226.0		306,613	94,099 \$2.75	0.0% 0.0% 2.5%	31 21 10	
	709,068								1,177.0		473,038	146,933 \$2.75	0.0% 0.0% 2.5%	30 10 10	
	737,742								1,255.5		575,453	179,445 \$2.75	0.0% 0.0% 2.5%	31 22 9	
	733,266								1,236.0		591,209	184,447 \$2.75	0.0% 0.0% 2.5%	30 8 8	
	736,721								1,226.0		664,081	207,581 \$2.75	0.0% 0.0% 2.5%	31 21 10	
	755,602								1,285.0		711,350	222,587 \$2.75	0.0% 0.0% 2.5%	31 23 8	
	702,944								1,177.0		573,976	178, 976 \$2. 75	0.0% 0.0% 2.5%	30 20 10	
	702,166								1,196.5		488,794	151,935 \$2.75	0.0% 0.0% 2.5%	31 20 11	
	677,363					J			1,206.5		472,545	146,776 \$2.75	0.0% 0.0% 2.5%	30 21 9	
	664,139					J			1,226.0		215,030	65,025 \$2.75	0.0% 0.0% 2.5%	31 21 10	
	8,413,452					ı			14,546.0		5,483,893	1,702,061 \$2.75	0.0% 0.0% 2.5%	365 251 114	
	8,397,00				4	ď			14,546.0	1	5, 669, 448	1,753,123 \$2.75	3.0% 3.0% 2.5%	365 251 114	
	8,575,6				_	٦		<u> </u>	14,546.0	1	5,877,820	1,810,748 5 \$2.75	% 3.0% % 3.0% % 2.5%	365 1 251 1 114	
	19 8,759,					٠			.0 14,546.0		6,077,898	1,865,070 75 \$2.75			
	029 8,9										1 _		3.0% 3.0% 2.5%	365 251 114	
	48,527								4,546.0		6,285,425	1,921,022 \$2.75	3.0% 3.0% 2.5%	365 251 114	•





Citywide Ferry System Astoria Route Profit and Loss Statement

- Motes:

 Pt. 1 Pro forma assumes Year 1 as a full year of operations.

 Pt. 2 The Ferry service operates every day; annual days of service = 365 per year.

 Pt. 2 The Ferry service operates every day; annual days of service = 365 per year.

 Pt. 3 See Schedule "Riderstip Assumptions Adord"

 Pt. 4 Assumest total process of Considerations, Students and Children. For RFP purposes, ticket price remains unchanged for five years.

 Descurring of ticket prices is not considered for revenue projections. It is anticipated that discounts provided will likely be offset by bicycle and fulls surrhanges that may be added to the full class price. The surrhanges may be added to the full class price. The surrhanges may be added to the full class price. The prior year's cost.

Pursuant to Article 6 of NYC Public Office's Law 87, information contained within is a trade secret, which if disclosed would cause substantial injury to the competitive position of Hombbower, and therefore exempt for the Freedom of Information Law, for authorized reviewers of this proposal only.





Citywide Ferry System Rockaway Route Profit and Loss Statement

PL 22		PL21	PL 19 PL 20	PL 18			PL 17	PL 15 PL 16	PL 14	PL 11 PL 12	PL 10			PL8	Ž	PL5	P.3		PL1 PL2	Notes:
Requested Assistance (if necessary) Operations fee (Revenue) Participation Payment to NYCEDC (Expense)	Net Income / (Loss)	Contingency Total Expenses	Interest expense Management overhead	Credit Card fees Amortization of org costs Depreciation (Vessel) Decreciation (Vosts/Signage/POS)	Water and refuse ISO, Safety & Security Training Uniforms	Operating supplies Support costs Utilities	Berthing Dry docking & inspections Enviro Services	Other expenses: Vessel Fees	Landing fee Snow removal for all landings	Crew payroll taxes & benefits Repairs and maintenance	Concession costs Fuel costs Crew wages	Ferry Service	Dead Heading Total Operating Hours	Operating Hours Revenue Hours	Advenusing Total Revenue	Revenue Projected fare revenue Concessions	Projected Ridership Fare	Revenue increase Cost increase Credit card fees	Daily operating hours Peak hours Off-Peak hours	
													124.0 932.0	719.3	28,740		7,505 \$2.75	0.0% 0.0% 2.5%	31 10	Month 1
				L								l	112.0 842.5	650.0	23,602		5,874 \$2.75	0.0% 0.0% 2.5%	28 19 9	Month 2
			L	ı					_				124.0 932.0	806.0	37,015		10,132 \$2.75	0.0% 0.0% 2.5%	31 21 10	Month 3
									ď				120.0 900.0	780.0	54,934		15,820 \$2.75	0.0% 0.0% 2.5%	30 20 10	Month 4
			Ш										124.0 947.5	806.0	65,961		19,321 \$2.75	0.0% 0.0% 2.5%	31 9	Month 5
													120.0 928.0	780.0	67,657		19,859 \$2.75	0.0% 0.0% 2.5%	30 22 8	Month 6
													124.0 932.0	806.0	75,503		22,350 \$2.75	0.0% 0.0% 2.5%	31 21 10	Month 7
													124.0 963.0	806.0	80,593		23,966 \$2.75	0.0% 0.0% 2.5%	8 23 8	Month 8
													120.0 900.0	780.0	65,801		19,270 \$2.75	0.0% 0.0% 2.5%	30 20 10	Month 9
			L						ď				124.0 930.0	806.0	56,630		16,359 \$2.75	0.0% 0.0% 2.5%	31 20	Month 10
								١,					120.0 912.5	702.0	54,881		15,803 \$2.75	0.0% 0.0% 2.5%	30 9	Month 11
				L					_			1	124.0 932.0	719.3	27,154		7,001 \$2.75	0.0% 0.0% 2.5%	31 21 10	Month 12
			L						-				1,460.0 1,051.5	9,160.7	638,470		183,260 \$2.75	0.0% 0.0% 2.5%	365 251 114	Year 1
		H						1	-]	1,460.0 1,051.5	9,160.7	659,796		188,758 \$2.75	3.0% 3.0% 2.5%	365 251 114	Year 2
]	1,460.0 1,051.5		683,808		194,963 \$2.75	6 3.0% 6 2.5%	365 251 114	Year 3
								- : 					.0 1,460.0 .0 1,051.5		706,879		53 200,811 75 \$2.75			Year 4
																		3.0% 3.0% 2.5%	365 251 114	4 Year 5
	Į											<u> </u>	1,460.0 11,051.5	,160.7	730,798		206,836 \$2.75	3.0% 3.0% 2.5%	365 251 114	ir 5





Citywide Ferry System Rockaway Route Profit and Loss Statement

- Rote:
 Po forma assumes Year 1 as a full year of operations.
 PL 1 Pro forma assumes Year 1 as a full year of operations.
 PL 2 The Ferry service operates every day; annual days of service = 365 per year.
 PL 3 See Schedule "Ridership Assumptions Adoria"
 PL 4 Assumes triber place of 26.75 of Audits, Seniories, Students and Children. For RFP purposes, ticket price remains unchanged for five years.
 PL 4 Assumes triber place of 26.75 of Audits, Seniories, Students and Children. For RFP purposes, ticket price remains unchanged for five years.
 PL 4 Assumes triber place of 26.75 of Audits, Seniories, Students and Children. For RFP purposes, ticket price remains unchanged with the students of the stu

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Citywide Ferry System South Brooklyn Route Profit and Loss Statement

	PL22			PL20 PL21	PL 19	PL18					PL17	PL15 PL16		PL14	PL12	PL11	PL10				, 10	PIR	į	PL5	PL3 PL4			PL1 PL2	Notes:
Mad Income after Occasions Foo 8 Desiring Control	Requested Assistance (if necessary) Operations fee (Revenue) Participation Payment to NY CEDC (Expense)	Net Income / (Loss)	Total Expenses	Management overhead Contingency	Depreciation (Kiosks/Signage/POS) Interest expense	Amortization of org costs Depreciation (Vessel)	Uniforms Credit card fees	Water and refuse ISO, Safety & Security Training	Support costs Utilities	Enviro Services	Berthing Dry docking & inspections	Other expenses: Vessel Fees	Snow removal for all landings	Landing fee	Repairs and maintenance	Crew wages Crew payroll taxes & benefits	Fuel costs	Ferry Service	Total Operating Hours	Layover mours Dead Heading	Revenue Hours	Operating Hours	Total Revenue	Revenue Projected fare revenue Concessions Anteristion	Projected Ridership Fare	Credit card fees	Revenue increase Cost increase	Daily operating hours Peak hours Off-Peak hours	
				1									1										59,303		16,398 \$2.75	2.5%	0.0%	31 10	Month 1
				1									Ī										48,076		12,834 \$2.75		0.0%	28 19 9	Month 2
				1																			77,381		22,137 \$2.75		0.0%	31 21 10	Month 3
																							116,533		34,566 \$2.75	2.5%	0.0%	30 20 10	Month 4
		I																					140,626		42,215 \$2.75	2.5%	0.0%	31 22 9	Month 5
		I																					144,333		43,391 \$2.75	2.5%	0.0%	30 22 8	Month 6
																							161,476		48,834 \$2.75	2.5%	0.0%	31 10	Month 7
																							172,596		52,364 \$2.75	2.5%	0.0%	8 8	Month 8
				1																			140,279		42,104 \$2.75	2.5%	0.0%	30 10	Month 9 N
				1																			120,240		35,743 \$2.75	2.5%	0.0%	31 20 11	Month 10 M
				1																			116,417		34,529 \$2.75	2.5%	0.0%	30 21 9	Month 11 Ma
				_																			55,836		15,297 \$2.75	2.5%	0.0%	31 21 10	Month 12
Ĺ																							1,353,095		400,411 \$2.75	2.5%	0.0%	365 251 114	Year 1
													_										1,417,013		412,424 \$2.75	2.5%	3.0%	365 251 114	Year 2
		I																					1,449,604		425,980 \$2.75	2.5%	3.0% 3.0%	365 251 114	Year 3
																							1,498,678		438,759 \$2.75	2.5%	3.0% 3.0%	365 251 114	Year 4
ĺ								Ī			Ī		Į				ļ						1,549,564		451,922 \$2.75		3.0%	365 251 114	Year 5





Citywide Ferry System South Brooklyn Route Profit and Loss Statement

- Actes:

 Po forms assumes Year 1 as a full year of operations.

 PL 1 Pro forms assumes Year 1 as a full year of operations.

 PL 2 The Ferry service operates every day, annual days of service = 365 per year.

 PL 3 See Schedule "Refersib Assumptions Astoria"

 PL 4 Assumes techel price of \$2.75 for Adults, Sendors, Students and Children. For RFP purposes, tidest price remains unchanged for five years.

 PL 4 Assumes techel price of \$2.75 for Adults, Sendors, Students and Children. For RFP purposes, tidest price remains unchanged for five years.

 PL 4 Assumes techel price of \$2.75 for Adults, Sendors, Students and Children. For RFP purposes, tidest price remains unchanged for five years.

 PL 4 Assumes techel price of \$2.75 for Adults, Sendors, Students and Children. For RFP purposes, tidest price remains unchanged for five years.

 PL 4 Assumes techel price of \$2.75 for Adults, Sendors, Students and Children. For RFP purposes, tidest price remains unchanged for five years.

 PL 4 Assumes techel price of \$2.75 for Adults, Sendors, Students and Children. For RFP purposes, tides price remains unchanged for five years.

 PL 4 Assumes techel price of \$2.75 for Adults, Sendors, Students and Children. For RFP purposes, tides price remains unchanged for five years.

 PL 4 Assumes techel price of \$2.75 for Adults, Sendors and Children. For RFP purposes, tides price remains unchanged for five years.

 PL 4 Assumes techel price of \$2.75 for Adults, Sendors and Children.

 PL 4 Assumes techel price of \$2.75 for Adults, Sendors and Children.

 PL 5 for Adults and PL 5 for Adults.

 PL 6 for Assumes techel price of \$2.75 for Adults.

 PL 7 for Assumes techel price of \$2.75 for Adults.

 PL 7 for Assumes techel price of \$2.75 for Adults.

 PL 8 for Assumes techel price of \$2.75 for Adults.

 PL 8 for Assumes techel price of \$2.75 for Adults.

 PL 8 for Assumes techel price of \$2.75 for Adults.

 PL 9 for Assumes techel price of \$2.75 for Adults.

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Pursuant to Article 6 of NYC Public Office's Law 87, information contained within is a trade secret, which if disclosed would cause substantial injury to the competitive position of Hombbower, and therefore exempt for the Freedom of Information Law, for authorized reviewers of this proposal only.



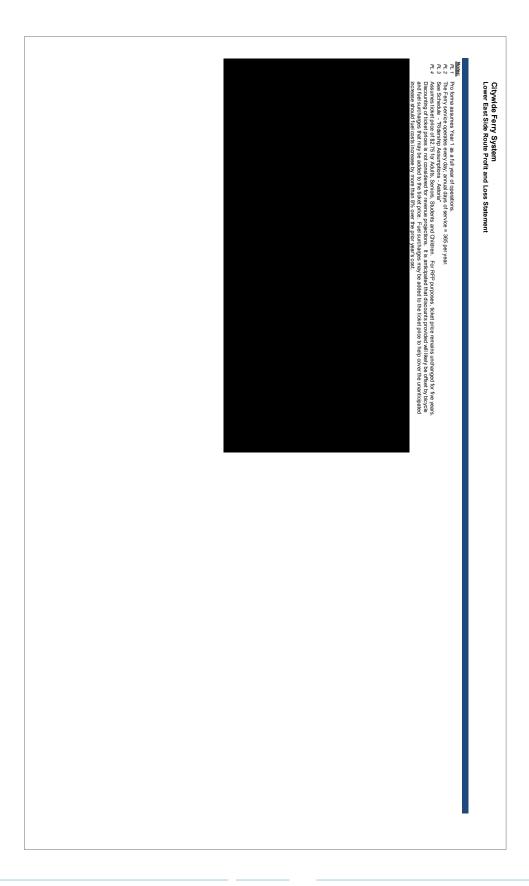


Citywide Ferry System Lower East Side Route Profit and Loss Statement

	PL22			PL19 PL20 PL21	PL18						PL17	PL15		PL13	PL11	PL11	PL9 PL10				PL8		PL/	PL5	PL3	2			PL1 PL2	Notes:
Net Income after Operations Fee & Participation Pymt	Requested Assistance (if necessary) Operations fee (Revenue) Participation Payment to NY CEDC (Expense)	Net Income / (Loss)	Total Expenses	Interest expense Management overhead Contingency	Depreciation (Vessel) Depreciation (Kiosks/Signage/POS)	Credit card fees Amortization of org costs	Uniforms	Support costs Utilities Water and refuse	Operating supplies	Dry docking & inspections Enviro Services	Berthing	Other expenses:	Snow removal for all landings	Insurance expenses	Crew payroll taxes & benefits Repairs and maintenance	Crew wages	Concession costs Fuel costs	Ferry Service	Total Operating Hours	Layover	Operating Hours Revenue Hours	i otai Kevenue	Advertising Advertising	Revenue Projected fare revenue Concessions	Projected Ridership Fare		Revenue increase Cost increase Credit card fees	Off-Peak nours	Daily operating hours Peak hours	
					L				Ę								L		857.5	199.5	492.0	792,308	403 300		\$2.75		0.0% 3.0% 2.5%	10	22 33	Month 1
					L	L		H											775.0	180.3	444.7	152,771	453774		\$2.75	9	0.0% 3.0% 2.5%	9	19	Month 2
					L			H				l	ı						857.5	99.0	592.5	257,800	367 908		79,041 \$2.75		0.0% 3.0% 2.5%	10	233	Month 3
					L			H					I						826.0	58.5	607.5	398,730	200 420		\$2.75		0.0% 3.0% 2.5%	10	30	Month 4
					L			H											869.5	64.8	636.7	484,484	404 404		\$2.75	100	0.0% 3.0% 2.5%	9	22 31	Month 5
					L			H			1								850.0	65.0	621.0	497,769	407780		154,930 \$2.75		0.0% 3.0% 2.5%	œ	22 30	Month 6
					L			H	E	┙									857.5	61.5	630.0	559, 213	7		\$2.75		0.0% 3.0% 2.5%	č	2 2 3	Month 7
					Ц					L									881.5	68.0	643.5	399,068	500 000		\$2.75		0.0% 3.0% 2.5%	α	23 31	Month 8
					Ц			H		L									826.0	96.0	570.0	463,236	403 330		\$2.75		0.0% 3.0% 2.5%	10	20 30	Month 9
		I			Ц			L		L									845.5	99.5	582.0	417,476			\$2.75		0.0% 3.0% 2.5%	3	31	Month 10
					Ц			H	E	L		<u> </u>							838.0	192.3	483.7	397,775	207746		\$2.75		0.0% 3.0% 2.5%	ç	30	Month 11
					Ц			L	E	_		l							857.5	199.5	492.0	780,586	400 600		\$2.75		0.0% 3.0% 2.5%	10	21 31	Month 12
					Ш					L									10,141.5	1,383.8	6,795.7	4,674,504	4 644 504		1,429,681 \$2.75		0.0% 3.0% 2.5%	114	365	Year 1
					L							l	J						10,141.5	1,383.8	6,795.7	4,/84,88/	100000		1,476,675 \$2.75		3.0% 3.0% 2.5%	114	365	Year 2
					L						I		ı							1,383.8		4,941,191	4047707		1,520,975 \$2.75		3.0% 3.0% 2.5%	114	365 251	Year 3
					L	J														1,383.8		5,776,773	5 446 773		1,566,604 \$2.75		3.0% 3.0% 2.5%		365 251	Year 4
					L						1	l	ı				l		10,141.5			5,292,07	A 202 07		\$2.75		3.0% 6 3.0% 6 2.5%		365	Year 5











Citywide Ferry System Soundview Route Profit and Loss Statement

PL22	PL19 PL20 PL21	PL18	PL16 PL16 PL17	PL9 PL10 PL11 PL11 PL12 PL13	PL8	PL5 PL6 PL7	PL3	Notes: PL1 PL2
Net Income / (Loss) Requested Assistance (if necessary) Operations fee (Revenue) Participation Payment to NY CEDC (Expense)	Interest expense Management overhead Contingency Total Expenses	Water and refuse ISO, Sarley & Security Training Uniforms Credit card fees Credit card fees Depreciation (viessel) Depreciation (viessel) Depreciation (viessel)	Other expenses: Vessel Fees Beathing Dry docking & inspections Enviro Services Operating supplies Support costs Utilities	Ferry Sarvices Creeksion costs Fuel costs Crew wages Crew payroll taxes & benefits Repairs and maintenance Insurance expenses Insurance expenses Landing lee Snow removal for all landings	Operating Hours Revenue Hours Layover Dead Heading Total Operating Hours	Revenue Projected fare revenue Concessions Advertising Total Revenue	Cederine increase Continentese Credit card fees Projected Ridership Fare	Daily operating hours Peak hours Off-Peak hours
						112,087	24,519 \$2.75	31 21 10
			والمع			68,558	0.0% 3.0% 2.5% 19,190 \$2.75	28 19
			الح			112,546	0.0% 3.0% 2.5% 33,101 \$2.75	31 10
						171,312	0.0% 3.0% 2.5% 51,686 \$2.75	30 10
						207,476	0.0% 3.0% 2.5% 63,123 \$2.75	31 22 9
						213,040	0.0% 3.0% 2.5% 64,883 \$2.75	30 22 8
						238,777	0.0% 3.0% 2.5% 73,021 \$2.75	31 21 10
						255,462	0.0% 3.0% 2.5% 78,299 \$2.75	8 8 8
						206,954	0.0% 3.0% 2.5% 62,959 \$2.75	30 20 10
						176,876	0.0% 3.0% 2.5% 53,446 \$2.75	11 20
			الح			177,138	0.0% 3.0% 2.5% 51,631 \$2.75	30 21 9
						80,207	0.0% 3.0% 2.5% 22,874 \$2.75	31 10
						2,014,428	0.0% 3.0% 2.5% 598,734 \$2.75	365 251 114
			البي			2,060,460	3.0% 3.0% 2.5% 618,414 \$2.75	
			ا کیس			2,130,3	3.0% 3.0% 2.5% 4 636,967 5 \$2.75	
						83 2,202	656	
						897 2,27		365 365 37 365 3
						8,111	3.0% 3.0% 2.5% 675,758 \$2.75	365 251 114





- Citywide Ferry System Soundview Route Profit and Loss Statement

- Notes:

 Pt. 1 Pro forma assumes Year1 as a full year of operations.

 At 2 The Ferry service operates every day; annual days of service = 365 per year.

 At 2 The Ferry service operates every day; annual days of service = 365 per year.

 At 3 See Schedule "Ridestift p Assumptions Astoria"

 Assumest they price of \$2.75 of Adults, Senorios, Students and Children. For RPP purposes, ticket price remains unchanged for five years.

 A Assumest they price of \$2.75 of Adults, Senorios, Students and Children. For RPP purposes, ticket price remains unchanged for five years.

 Assumest they price of \$2.75 of Adults, Senorios, Students and Children. For RPP purposes, ticket price remains unchanged for the price years and the surchanges that all seconds in considered for revenue projections. It is anticipated that discounts provided will likely be offset by bicycle and the light price of the price years of the price year's cost.

Pursuant to Article 6 of NYC Public Office's Law 87, information contained within is a trade secret, which if disclosed would cause substantial injury to the competitive position of Hombbower, and therefore exempt for the Freedom of Information Law, for authorized reviewers of this proposal only.





×.	PL22	2		PL20		P. 18						7.17	PL15		214	PL12				, I		0/8 Or		PL6	χ.	PL4 Fa		ت ک ک <u>ة</u>			Notes:		
Net Income after Operations Fee & Participation Pymt	Requested Assistance (if necessary) Operations fee (Revenue) Participation Payment to NYCEDC (Expense)	Net Income / (Loss)	Total Expenses	Management overhead Contingency	Depreciation (Kiosks/Signage/POS)	Amortization of org costs Depreciation (Vessel)	Uniforms Credit card fees	Water and refuse ISO, Safety & Security Training	Support costs Utilities	Operating supplies	Dry docking & inspections Enviro Services	Berthing	Other expenses:	Snow removal for all landings	Landing fee	Repairs and maintenance	Crew payroll taxes & benefits	Crew wages	Concession costs	One in		Onerating Hours	Total Revenue	Projected tate revenue Concessions Advertising	Revenue	Projected Noteiship Fare	piocetal Distances	Revenue increase Cost increase Credit card fees	CITTERIA	Daily operating hours Peak hours Off Book hours			
*					I						L			J			1						237,377	4		\$2.75		0.0% 3.0% 2.5%	ē	223	_	Month 1	
ľ					I									4									141,513			\$2.75		0.0% 3.0% 2.5%	ď	19		Month 2	
		I			I									┛									238,387			\$2.75		0.0% 3.0% 2.5%	ē	5 2 3		Month 3	
					I																		367,808			\$2.75		0.0% 3.0% 2.5%	ā	20 30		Month 4	
					I						L						_						447,452	1		\$2.75		0.0% 3.0% 2.5%	ď	22 31		Month 5	
					I						L												459,705	1		\$2.75		0.0% 3.0% 2.5%	۰	. 22 30		Month 6	
					I						L												516,374			\$2.75		0.0% 3.0% 2.5%	ā	22 33		Month 7	
												ď											553,133			\$2.75		0.0% 3.0% 2.5%	0	23		Month 8	
																							446,303			\$2.75		0.0% 3.0% 2.5%	-	20 30		Month 9	
					I																		380,061			\$2.75		0.0% 3.0% 2.5%		20		Month 10	
														4									367,425			\$2.75		0.0% 3.0% 2.5%	·	21		Month 11	
														4				ı	١				167,167			\$2.75		0.0% 3.0% 2.5%	-	21 31		Month 12	
								Ī			L	ار					Į		<u> </u>				4,322,704	4		\$2.75		0.0% 3.0% 2.5%		365 251		Year 1	
						J						١	I	ل			1		<u> </u>				4,420,6	4		\$2.75						Year 2	
					_	٦								ک ا					<u> </u>				70 4,571					3.0% 3.0% 2.5%				Year 3	
	<u>ا</u>																						,149 4,7			\$2.75		3.0% 3.0% 2.5%	-	365 251			
					I																		727,230			\$2.75		3.0% 3.0% 2.5%	-	365 251		Year 4	
					I									d									4,889,147			\$2.75		3.0% 3.0% 2.5%	-	365 251		Year 5	





P. 4.00	
A 1. The bost analyses when it is full year of dependency. A 1. The control of t	Citywide Ferry System Alternative (ERF) Route Profit and Loss Statement





PL22			PL21	PL19	71.70	20 18							PL17	PL16	9 15	PL14	PL13	PL12	9 7	PL10				PL8 C		PL6 PL7			PL3 F	_			PL1 PL2	fes:	
Requested Assistance (if necessary) Operations fee (Revenue) Participation Payment to NY CEDC (Expense)	Net Income / (Loss)	Total Expenses	Contingency	Interest expense	Depreciation (Kiosks/Signage/POS)	Amortization of org costs	Credit card fees	ISO, Safety & Security Training	Water and refuse	Support costs	Operating supplies	Dry docking & inspections Enviro Services	Berthing	Vessel Fees	Other expenses:	Landing fee	Insurance expenses	Repairs and maintenance	Crew navroll taxes & henefits	Fuel costs	Concession costs	Ferry Service		Operating Hours	Total Revenue	Concessions Advertising	Revenue Projected fare revenue		Projected Ridership Fare	Credit card fees	Revenue increase Cost increase	Peak hours Off-Peak hours	Daily operating hours		
									ļ				1												60,112				\$2.75	2.5%	0.0%	10	31	Month 1	
				l I								L	1												48,709				\$2.75	2.5%	0.0%	9 9	28	Month 2	
				H																					78,474				\$2.75	2.5%	0.0%	10	31	Month 3 M	
				<u> </u>	<u>_</u>							<u>_</u>													118,240 1			ŀ	\$2.75	2.5%	0.0%	10		Month 4 Mc	
				 -	<u>_</u>					_		<u>_</u>				_									42,710 14				\$2.75	2.5%	0.0%	9 8		Month 5 Mor	
]																					6,475 163		<u> </u>		\$2.75		0.0%	10		Month 6 Month 7	
				I 1									_	 						4	<u> </u>				,887 175,1			Г	\$2.75 \$2.75		0.0% 0	8 23	31	h 7 Month 8	
				 I i					-				1	<u> </u>						7					81 142,35		<u>-</u>		.75 \$2.75		0.0% 0.0% 0.0% 0.0%	10	30	8 Month 9	
				l 1																					7 122,004				5 \$2.75		% 0.0% % 0.0%	11 20	31	Month 10	
				l		I							1							1					118,122	-			\$2.75		0.0%	9 21	30	Month 11	
				IJ					<u>_</u>				Í												56,592				\$2.75	2.5%	0.0%	10	31	Month 12	
																									1,372,865				\$2.75	2.5%	0.0%	114	365	Year 1	
				L	L																				1,418,872				\$2.75	2.5%	3.0%	114	365	Year 2	
				L									ľ						Ī						1,470,798				\$2.75	2.5%	3.0% 3.0%	251 114	365	Year 3	
				L															Ī						1,520,596				\$2.75	2.5%	3.0% 3.0%	251 114	365	Year 4	
				Ц	L														I						1,572,232				\$2.75	2.5%	3.0% 3.0%	251 114	365	Year 5	
																																			_





Chymele Perty System 2011 The prime accurate Chymele Accurate (Short Prime Accurate Chymele Chymel	Otherida Eneri Otadan
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Citywide Ferry System Ridership Assumptions - Astoria

76	26	70 72 74 4	Notes: R2 R3
Assumed Boat Trips per Month Weekdays - Peak Boat 1 Boat 2 Boat 3 Boat 4 Weekdays - Off-Peak Boat 1 Boat 2 Boat 3 Boat 3 Boat 3 Boat 3 Boat 4 Weekands / Holidays	Vessels - 149 Pax Assumed Boat Trips per Hour Weekdays - Peak Boat 1 Boat 2 Boat 4 Weekdays - Off-Peak Boat 1 Boat 2 Boat 2 Boat 3 Boat 4 Weekends / Holidays Boat 1 Boat 3 Boat 4 Weekends / Holidays Boat 1 Boat 2 Boat 1 Boat 3 Boat 4	Weekdays Off-Peak Weekends Holidays Deathead Number of Vessels for Operations 149 Passenger Vessel Assumed Vessel Requirements Weekdays - Peak Vessels - 149 Pax Weekends - Off-Peak Vessels - 149 Pax Weekends / Holidays Weekends / Holidays	Assumed Days of Operation Weeklays Weeklands / Holidays Hours of Operation Moseklaws Deak
149 149 149 149 149 149 149	149 149 149 149 149 149 149 149		Vessel Capacity
1,270 546 168 84 118 126 504 210 294 220 220 100		10.5 15.5 2.0 4 4 4 4 4 2.0 2.0 2.0 2.0	Month 1 31 21 10
1,148 494 152 76 152 152 144 114 115 190 266 266 27 198		10.5 15.5 2.0 2.0 2.0 2.0 2.0	Ast Month 2 28 19 9
1,518 630 1168 1168 1168 168 168 294 294 294 294 294	, , 41633, , 414288866830 2	10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5	Astoria Route: Assumptions for Full Year Operations (Year 1 Month) 3 Month 6 Month 6 Month 6 Month 6 Month 7 Month 6 Month 6 Month 7 Month 7 Month 6 Month 7
1,560 600 1160 120 160 160 160 280 280 280 280 280 200	22244 444288886830	10.5 15.5 20.0 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Month 4 30 20 17.5
1,636 660 176 176 176 176 616 308 308 308 308	22244 444288886830	10.5 15.5 2.0 2.0 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Month 5 31 22 9 17.5
1,596 660 176 176 132 176 176 616 616 308 308 308	2224 4448888683	10.5 15.5 2.0 2.0 2.0 2.0 2.0	Month 6 22 8 17.5
1,618 630 168 126 168 168 168 294 294 294 294 294	., 2224, , 11128888680	10.5 15.5 2.0 2.0 2.0 2.0	9
1,654 690 184 138 184 184 184 644 322 322 322 320 160	2224 1148888688	10.5 15.5 2.0 2.0 2.0 2.0	Month 8 31 23 8 17.5
1.460 600 160 120 120 160 560 280 280 280 280 160	,, 1133,, 11128888683 N	10.5 15.5.5 2.0 2.0 4.4 4.4 4.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5	Month 9 30 20 10
1,490 600 160 160 160 160 160 280 280 280 280 280 280	, , 1 1 3 3 , , 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	10.5 15.5 2.0 2.0 2.0 2.0 2.0	Month 10 31 20 11.5
1,248 546 168 84 168 126 504 2210 2210 294 108	1122 41124 6 8 4 8 8 8	10.5 15.5 2.0 2.0 2.0 2.0 2.0	Month 11 30 21 9
1,270 546 168 84 118 126 504 210 294 	1222 412468488	10.5 15.5 2.0 2.0 2.0 2.0	Month 12 31 21 10 17.5
1,456 600 167 1167 117 154 558 296 293 293 154 143	29 2 27 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	10.5 15.5 2.0 2.0 4.4 4.4 4.4 4.0 4.0 4.0 4.0 4.0 4.0 4	Total 365 251 114 17.5

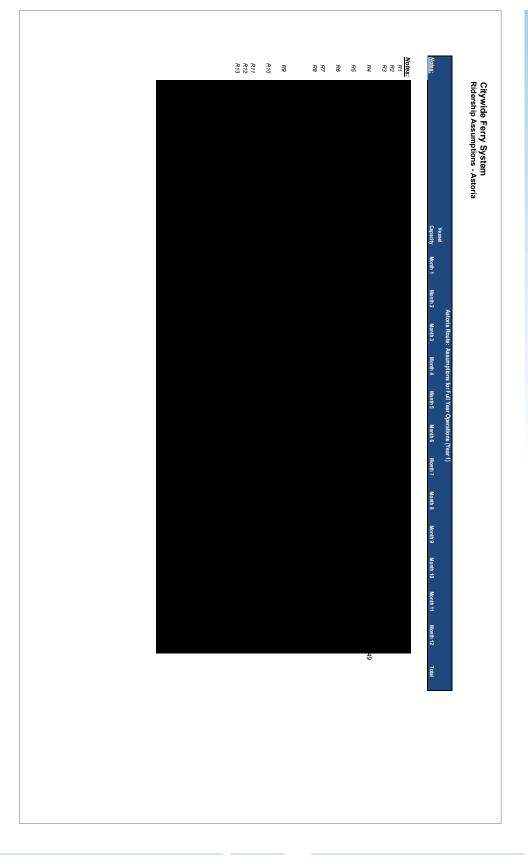




Citywide Ferry System Ridership Assumptions - Astoria

		Vessel													
Notes:		Capacity	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Total
R7	Assumed Vessel Hours of Operation														
	Weekdays - Peak Weekdays - Off-Peak Weekends / Holidays		420 441 157	380 399 142	420 441 157	400 420 157	440 462 142	440 462 126	420 441 157	460 483 126	400 420 157	400 420 173	420 441 142	420 441 157	5,020 5,271 1,791
R ₈	Projected Average Daily Ridership														
	Average Weekday Daily Ridership Weekdays - Peak AM (per Table 4.1 in RFP) Weekdays - Peak	Ð	4,520 1,356 2,712	4,520 1,356	4,520 1,356	4,520 1,356	4,520 1,356	4,520 1,356	4,520 1,356	4,520 1,356 2,712	4,520 1,356	4,520 1,356	4,520 1,356	4,520 1,356	54,240 16,272
	weekdays - Freak Weekdays - Off-Peak Average Weekends / Holidays Daily Ridership	ъ	2,712 1,808 5,021	2,712 1,808 5,021	1,808 5,021	1,808 5,021	2,712 1,808 5,021	2,712 1,808 5,021	2,712 1,808 5,021	1,808 5,021	2,712 1,808 5,021	2,712 1,808 5,021	2,712 1,808 5,021	2,712 1,808 5,021	21,696 60,258
R9	Projected Average Daily Ridership adjusted for Seasonality	for Seaso	nality												
	Weekdays - Peak Weekdays - Off-Peak Weekends / Holidays (Figure 3.2. CWF Study)	3	1,590 1,060 1,407	1,501 1,000 782	2,063 1,376 2,188	2,532 1,688 6,252	3,283 2,188 6,565	3,189 2,126 8,441	3,564 2,376 8,284	3,751 2,501 9,848	3,470 2,313 6,331	2,907 1,938 5,002	3,189 2,126 3,908	1,501 1,000 1,250	32,539 21,693 60,258
R10	Average Passengers at each Landing during Morning/Evening Peak Periods	Morning	Evening Pea	ık Periods											
	Boardings: Astoria Roosevelt Island		73 136	69 128	94	116 217	150 281	146 273	163 305	172 321	159 297	133 249	146 273	69 128	1,488 2,784
	Long Islania City North East 34th St Wall Street / Pier 11		19 291	18 274	377	30 463	39	2, 149 38 583	42 652	44 686	41 635	1,900 34 532	2, 149 38 583	18 274	21,933 384 5,951
	East 34th St Wall Street / Pier 11		338 1,252	319 1,182	438 1,625	538 1,994	697 2,585	677 2,511	757 2,807	797 2,955	737 2,733	617 2,290	677 2,511	319 1,182	6,911 25,628
R11	Projected Ridership														
	Weekdays - Peak Weekdays - Off-Peak		33,381 22,254	28,511 19,007	43,329 28,886	50,645 33,763	72,216 48,144	70,152 46,768	74,842 49,895	86,284 57,523	69,402 46,268	58,148 38,765	66,964 44,642	31,512 21,008	685,387 456,924
	Weekends / Holidays Total		14,068 69,703	7,034 54,553	21,884 94,099	62,524 146,933	59,086 179,445	67,526 184,447	82,845 207,581	78,781 222,587	63,306 178,976	55,022 151,935	35,170 146,776	12,505 65,025	559,751 1,702,061
R12	Maximum Passenger Capacity														
	Weekdays - Peak Total Weekdays - Off-Peak Total	149	81,354 75,096	73,606 67,944	93,870 87,612	89,400 83,440	98,340 91,784	98,340 91,784	93,870 87,612	102,810 95,956	89,400 83,440	89,400 83,440	81,354 75,096	81,354 75,096	1,073,098 998,300
	Weekends / Holidays Total Total Maximum	149 149	32,780 189,230	29,502 171,052	44,700 226,182	59,600 232,440	53,640 243,764	47,680 237,804	59,600 241,082	47,680 246,446	44,700 217,540	49,170 222,010	29,502 185,952	32,780 189,230	531,334 2,602,732
R13	Projected Ridership Capacity														
	Weekdays - Peak Weekdays - Off-Peak		41% 30%	39% 28%	46% 33%	57% 40%	73% 52%	71% 51%	80% 57%	84% 60%	78% 55%	65% 46%	82% 59%	39% 28%	46 46
	Weekends / Holidays		43%	24%	49%	105%	110% 74%	142% 78%	139%	165% 90%	142% 82%	112%	119% 79%	38%	105%









Citywide Ferry System Ridership Assumptions - Rockaway

	20 26		R5	72	R4	73	R7	Notes:
Weekdays - Peak Boat 1 Boat 2 Boat 3 Boat 4 Weekdays - Off-Peak Boat 2 Boat 4 Boat 4 Weeknds / Holidays Boat 4 Weeknds / Holidays Boat 1 Boat 2 Boat 2 Boat 3 Boat 4 Weeknds / Holidays	Boat 2 Boat 3 Boat 4 Assumed Boat Trips per Month	Weekdays - Off-Peak Boat 1 Boat 2 Boat 3 Boat 4 Weekends / Holidays Boat 1	Assumed Boat Trips per Hour Weekdays - Peak Boat 1 Boat 2 Boat 3 Boat 4	Assumed # of Vessels used Weekdays - Peak Vessels - 140 Pax Weekdays - Off-Peak Vessels - 140 Pax Weekends + Indialys Vessels - 149 Pax	Number of Vessels for Operations 149 Passenger Vessel	Hours of Operation Weekdays. Peak Weekdays - Off-Peak Weekends / Holidays Deadhead	Weekdays Weekends / Holidays	Assumed Days of Operation
149 149 149 149 149 149	149	149 149 -	149 149 -					Vessel Capacity
210 84 126 126 420 252 252 168 100 100	830	20 12 20 10	10 6 6	N N N N N N	2 2	17.5 5.0 10.5 15.5 2.0	21 10	Month 1
190 76 114 114 380 228 152 152 180 90	750	20 12 20 10	50 10 6	N N N N N N	2 2	17.5 5.0 10.5 15.5 2.0	9	Rocl Month 2
210 84 126 126 420 252 168 16 160 140	930	16 30 8 16	10 60 4	000000	22	17.5 5.0 10.5 15.5 2.0	10	Rockaway Route: Assumptions for Full Year Operations (Year I) Month 4 Month 5 Month 6 Month 5 Month 6 Month 6 Month 7 30 31 30
200 80 120 120 240 160 160 160 140	900	16 30 8 16	10 60 4	00000	2 2	17.5 5.0 10.5 15.5 2.0	10	Assumptions Month 4 30
220 88 132 132 440 264 176 270 144 126 126	930	20 30 8	6 4 60	N N N N N N	2 2	17.5 5.0 10.5 15.5 2.0	9 22	for Full Year C Month 5
220 88 132 132 440 264 176 128 1128	90 14	20 15 16	60 10 6	N N N N N N	2 2	17.5 5.0 10.5 15.5 2.0	₈ 22	Operations (Ye Month 6 30
210 84 126 126 252 168 160 140	930 14	20 12 8 30 16	60 10 6	N N N N N N	2 2	17.5 5.0 10.5 15.5 2.0	21 10	ᆵ
230 92 92 138 138 460 276 184 184 1128	930 14	20 112 30 8	60 60 64	N N N N N	2 2	17.5 5.0 10.5 15.5 2.0	8 23	Month 8
200 80 120 120 240 160 160 160 140	900	20 15 15	10 60 60	00000	2 2	17.5 5.0 10.5 15.5 2.0	10 20	Month 9
200 80 120 120 400 240 160 160 176 176	930	20 15 30 8 15	10 60	N N N N N N	2 2	17.5 5.0 10.5 15.5 2.0	11 20	
210 84 126 - 126 252 168 - 180 90 90	810	20 10 10	10 6 6 4	N N N N N N	2 2	17.5 5.0 10.5 15.5 2.0	9	Month 11
210 84 126 126 252 168 100 100	830	20 10 10	6 4 4 50	N N N N N N	2 2	17.5 5.0 10.5 15.5 2.0	21 10	Month 12
209 84 126 - 126 418 418 251 167 - 167 167 - 167 - 167 - 167 - 173 133 120 120 - 173	881 13	20 12 8 27	57 10 4 6	N N N N N N	2 2	17.5 5.0 10.5 15.5 2.0	251 114	Total

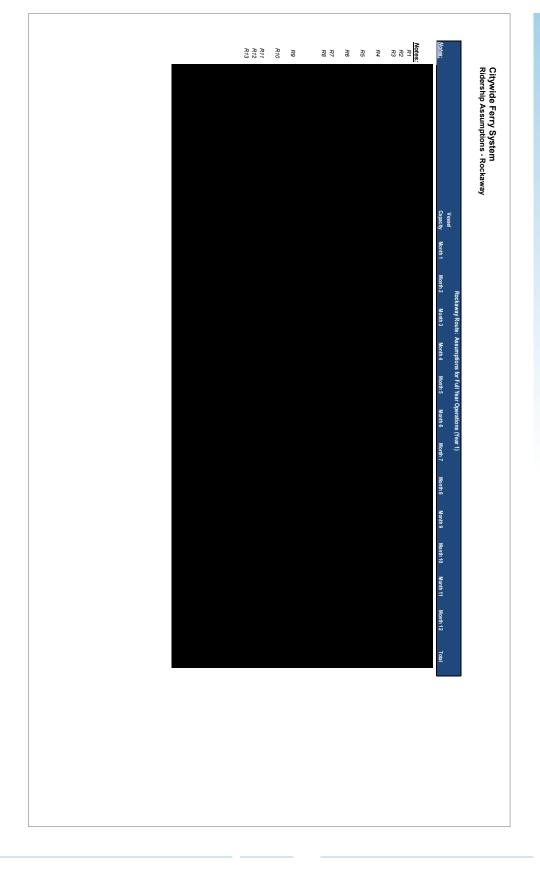




Citywide Ferry System Ridership Assumptions - Rockaway

		Vessel		Rocka	way Route: /	ssumptions	Rockaway Route: Assumptions for Full Year Operations (Year 1)	Dperations (Ye	ar 1)						
Notes:		Capacity	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Total
R7	Assumed Vessel Hours of Operation														
	Weekdays - Peak Weekdays - Off-Peak		210 441	190 399	210 441	200 420	220 462	220 462	210 441	230 483	200 420	200 420	210 441	210 441	2,510 5,271
R8	Projected Average Daily Ridership														,
	Average Weekday Daily Ridership Weekdays - Peak AM (assumed)		487 146	487 146	487 146	487 146	487 146	487 146	487 146	487 146	487 146	487 146	487 146	487 146	5,840 1,752
	Weekdays - Peak Weekdays - Off-Peak		292 195	292 195	292 195	292 195	292 195	292 195	292 195	292 195	292 195	292 195	292 195	292 195	3,504 2,336
	Average Weekends / Holidays Daily Ridership	0	541	541	541	541	541	541	541	541	541	541	541	541	6,488
R9	Projected Average Daily Ridership adjusted for Seasonality	or Seaso													
	Weekdays - Peak Weekdays - Off-Peak		171 114	162 108	222 148	273 182	353 236	343 229	384 256	404 269	374 249	313 209	343 229	162 108	3,503 2,336
	Weekends / Holidays (Figure 3.2, CWF Study)	Š	151	84	236	673	707	909	892	1,060	682	539	421	135	6,488
R10	Average Passengers Embarking/Disembarking at each Landing during Morning/Evening Peak Periods	າg at eacl	ի Landing dւ	ıring Morniı	ng/Evening	Peak Perio	ds								
	Rockaway Pier		157	149	204	251	325	316	353	372	344	288	316	149	3,223
	Brooklyn Army Terminal / Pier 4 Alightings:		14	13	18	22	28	27	3	32	30	25	27	13	280
	Wall Street / Pier 11		171	162	222	273	353	343	384	404	374	313	343	162	3,503
R11	Projected Ridership														
	Weekdays - Peak		3,594	3,070	4,665	5,453	7,775	7,553	8,058	9,290	7,473	6,261	7,210	3,393	73,795
	Weekdays - Off-Peak Weekends / Holidays		2,396 1,515	2,047 757	3,110 2,356	3,635 6,732	5,184 6,362	5,036 7,271	5,372 8,920	6,193 8,482	4,982 6,816	4,174 5,924	4,807 3,787	2,262 1,346	49,197 60,268
	Total		7,505	5,874	10,132	15,820	19,321	19,859	22,350	23,966	19,270	16,359	15,803	7,001	183,260
R12	Maximum Passenger Capacity														
	Weekdays - Peak Total		31,290	28,310	31,290	29,800	32,780	32,780	31,290	34,270	29,800	29,800	31,290	31,290	373,990
	Weekends / Holidays Total		29,800	26,820	44,700	44,700	40,230	35,760	44,700	35,760	44,700	49,170	26,820	29,800	452,960
	Total Maximum	149	123,670	111,750	138,570	134,100	138,570	134,100	138,570	138,570	134,100	138,570	120,690	123,670	1,574,930
R13	Projected Ridership Capacity														
	Weekdays - Peak		11%	11%	15%	18%	24%	23%	26%	27%	25%	21%	23%	11%	20%
	Weekdays - C#-Peak		л 4%	3%	л U %	15%	16%	20%	30% 9%	24%	15%	12%	14%	л 4 %	13%
	Total		6%%	5%	7%	12%	14%	15%	16%	17%	14%	12%	13%	6 °	12%









Citywide Ferry System Ridership Assumptions - South Brooklyn

ā	U D	75	22 2	0	R1 R2	Notes:
Weekdays - Peak Boat 1 Boat 2 Boat 3 Boat 4 Weekdays - Off-Peak Boat 1 Boat 2 Boat 3 Boat 4 Weekends / Holidays Boat 2 Boat 2 Boat 3 Boat 3 Boat 3 Boat 3 Boat 4	Boat 4 Boat 4 Weekends / Holidays Boat 1 Boat 2 Boat 3 Boat 4 Assured Boat Tries for Month	Assumed Boat Trips per Hour Weekdays - Peak Boat 1 Boat 2 Boat 3 Boat 4 Weekdays - Off-Peak Boat 1 Boat 2	Assumed # of ressels used Weekdays - Peak Vessels - 149 Pax Weekdays - Off-Peak Vessels - 149 Pax Weekdays - 149 Pax Weekdays - 149 Pax Weekedays - 149 Pax	Weekdays - Off-Peak Weekends / Holidays Weekends for Operations Number of Vessels for Operations	Assumed Days of Operation Weekedays Weekerlays Hours of Operation Weekerlays - Peak	
149 149 149 149 149 149 149 149	149 149 149 149	149 149 149 149				Vessel Capacity
564 168 210 126 420 252 252 168 	22	66 24 10 6 6 20 12	22223	10.5 15.5 2.0	31 21 10 17.5	Month 1
456 152 190 114 114 380 228 152 152 198	1034 22	66 24 10 6 6 20 12	N N N N W W	10.5 15.5 2.0	28 19 9 17.5	Month 2
504 1168 1168 168 168 252 252 252 252 252 252 252 252 252	1 308 1 14	78 24 8 8 8 8 12	22223	10.5 15.5 2.0 3	31 21 10 17.5	Soun Brooklyn Route: Assumptions for ruin teer Operations (teer i) th 2 Month 3 Month 4 Month 5 Month 6 Month
	40 20 20	88 8 8 8 8 8 12 12	N N N N W W	10.5 15.5 2.0	30 20 10 17.5	Month 4
528 176 176 176 176 176 2528 528 528 264 264 264 264 264 27 28 28 28 28 28 28 28 28 28 28 28 28 28	20 20	88 8 8 8 8 8 12 12	N N N N W W	10.5 15.5 2.0	31 22 9 17.5	Month 5
528 176 176 176 176 176 264 264 264 264 160	1 376 - 20 - 20	88 24 8 8 8 8 12	N N N N W W	10.5 15.5 2.0	30 22 8 17.5	Month 6
504 168 168 168 168 168 168 252 252 252 252 200 200	200	88 24 8 8 8 12	N N N N W W	10.5 15.5 2.0	31 21 10 17.5	Month 7
552 184 184 184 184 184 184 186 276 276 276 276 276	22 20 4	88 84 8 8 8 8 12	N N N N W W	10.5 15.5 2.0	31 23 8 17.5	Month 8
1480 160 160 160 160 160 240 240 240 160 160	30	78 24 8 8 8 8 12	N N N N W W	10.5 15.5 2.0		Month 9
160 160 160 160 160 240 240 240 176	30	78 24 8 8 8 8 8 12	N N N N W W	10.5 15.5 2.0	26 707	Month 10 N
504 168 210 126 126 128 198 198	222	66 24 10 6 6 72 72	N N N N W W	10.5 15.5 2.0	301 0 = 0	Month 11 N
504 168 210 126 126 420 252 168 168		66 24 8 10 6 6 20 20	N N N N W W	10.5 15.5 2.0	31 21 10 17.5	Month 12
502 502 167 181 154 475 221 224 297 186 111	32 20 12	78 24 8 9 9 7 12 23	22223	10.5 15.5 2.0 3	365 251 114 17.5	Total



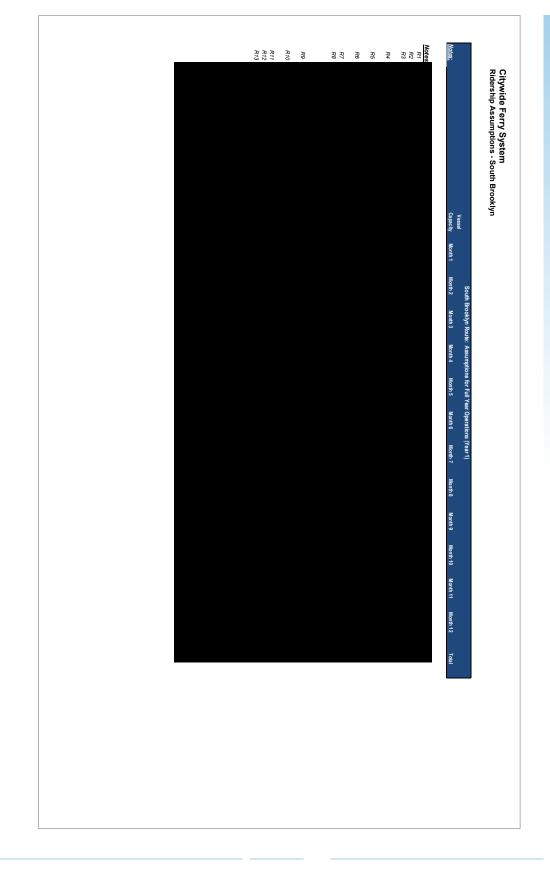


Citywide Ferry System Ridership Assumptions - South Brooklyn

	R13	R12	R11		R10	R9	R8	R7	Notes:
Weekdays - Peak Weekdays - Off-Peak Weekends / Holidays Total	Weekdays - Peak Total Weekdays - Onf-Peak Total Weekends / Holidays Total Total Maximum Projected Ridership Capacity	Weekdays - Peak Weekdays - Peak Weekdays - Off-Peak Weekends / Holidays Total Maximum Passenger Capacity	Wall Street / Pier 11 Projected Ridership	Boardings: Bay Ridge Bay Ridge Brooklyn Army Terminal / Pier 4 Red Hook BBP / Pier 6 Atlantic Avenue BBP / Pier 1 DUMBO Allothings:	Average Passengers Embarking/Disembarking at each Landing during Morning/Evening Peak Periods	Projected Average Daily Ridership adjusted for Seasonality Weekdays - Feak Weekdays - Gr. Peak Weekdays - Gr. Peak Weekends / Holidays (Figure 3.2, CWF Study)	Projected Average Daily Ridership Average Weekday Daily Ridership Weekdays - Peak AM (per Table 4.1 in RFP) Weekdays - Peak Weekdays - Off-Peak Average Weekends / Holidays Daily Ridership	Assumed Vessel Hours of Operation Weekdays - Peak Weekdays - Off-Peak Weekends / Holidays	
	149				ng at eac	for Seaso	V P		Vessel Capacity
10% 8% 10%	75,096 62,580 32,780 170,456	7,853 5,235 3,310 16,398	374	25 41 25 64 219	h Landing d	374 249 331	1,063 319 638 425 1,181	315 441 157	Month 1
10% 8% 6% 8%	67,944 56,620 29,502 154,066	6,707 4,472 1,655 12,834	353	23 39 23 61 207	uring Morni	353 235 184	1,063 319 638 425 1,181	285 399 142	South B Month 2
14% 9% 12% 11%	75,096 75,096 44,700 194,892	10,193 6,796 5,148 22,137	485	32 53 83 83	ng/Evening	485 324 515	1,063 319 638 425 1,181	315 441 157	South Brooklyn Koute: Assumptions for Full Year Operations (Year) nth 2 Month 3 Month 4 Month 5 Month 6 Month
17% 11% 25% 17%	71,520 71,520 59,600 202,640	11,914 7,943 14,709 34,566	596	39 66 39 102 349	Peak Perio	596 397 1,471	1,063 319 638 425 1,181	300 420 157	Month 4
22% 14% 26% 20%	78,672 78,672 53,640 210,984	16,989 11,326 13,900 42,215	772	51 85 51 133 453	ds	772 515 1,544	1,063 319 638 425 1,181	330 462 142	ns for Full Yea Month 5
21% 14% 33% 21%	78,672 78,672 47,680 205,024	16,503 11,002 15,886 43,391	750	50 83 50 129 440		750 500 1,986	1,063 319 638 425 1,181	330 462 126	Month 6
23% 16% 33% 23%	75,096 75,096 59,600 209,792	17,607 11,738 19,489 48,834	838	55 92 55 144 491		838 559 1,949	1,063 319 638 425 1,181	315 441 157	(Year 1) Month 7
25% 16% 39% 25%	82,248 82,248 47,680 212,176	20,298 13,532 18,533 52,364	883	58 97 58 152 517		883 588 2,317	1,063 319 638 425 1,181	345 483 126	Month 8
23% 15% 33% 22%	71,520 71,520 44,700 187,740	16,327 10,885 14,893 42,104	816	54 90 54 140 478		816 544 1,489	1,063 319 638 425 1,181	300 420 157	Month 9
19% 13% 26% 19%	71,520 71,520 49,170 192,210	13,679 9,120 12,944 35,743	684	45 75 45 118 401		684 456 1,177	1,063 319 638 425 1,181	300 420 173	Month 10
21% 17% 28% 21%	75,096 62,580 29,502 167,178	15,753 10,502 8,274 34,529	750	50 83 50 129 440		750 500 919	1,063 319 638 425 1,181	315 441 142	Month 11
10% 8% 9%	75,096 62,580 32,780 170,456	7,413 4,942 2,942 15,297	353	23 39 23 61 207		353 235 294	1,063 319 638 425 1,181	315 441 157	Month 12
18% 13% 25% 18%	897,576 848,704 531,334 2,277,614	161,238 107,492 131,682 400,411	7,655	505 842 505 1,317 4,486		7,655 5,103 14,176	12,760 3,828 7,656 5,104 14,176	3,765 5,271 1,791	Total









Citywide Ferry System Ridership Assumptions - Lower East Side

R6	P.S.	R R	!	Notes: R2 R1 R3
Assumed Boat Trips per Month Weekclays - Peak Boat 1 Boat 2 Boat 3 Boat 4 Weekclays - Off-Peak Boat 2 Boat 2 Boat 3 Boat 4 Weekclays - Holidays Boat 1 Boat 1 Boat 1 Boat 2 Boat 3 Boat 4 Boat 2 Boat 3 Boat 4 Boat 2 Boat 3 Boat 4	Assumed Boat Trips per Hour Weekdays - Peak Boat 1 Boat 2 Boat 3 Boat 4 Weekdays - Off-Peak Boat 1 Boat 2 Boat 2 Boat 2 Boat 3 Boat 4 Weekends / Holidays Boat 1 Boat 2 Boat 1 Boat 2 Boat 1 Boat 2 Boat 3 Boat 4	149 Passenger Vessel Assumed # of Vessels used Weekdays - Peak Vessels - 149 Pax Weekdays - Off-Peak Vessels - 149 Pax Weekends / Holidays Vessels - 149 Pax	Weekdays - Peak Weekdays - Off-Peak Weekends / Holidays Deadhead Number of Vessels for Operations	Assumed Days of Operation Weekdays Weekends / Holidays Hours of Operation
149 149 149 149 149 149 149 149 149	149 149 149 149 149 149 149 149			Vessel Capacity
1.312 672 252 252 252 263 168 168 210 210 210 210 220 220 220 220	74 32 32 112 12 10 10 10 22 22 22 22 22 22	ω ω ω	5.0 10.5 15.5 2.0	Month 1 31 21 10
1,186 608 228 228 228 152 152 	74 32 12 12 12 10 10 10 10 22 22 22 22 22 23 24 24 25 26 26 27 27 27 27 27 27 27 27 27 27 27 27 27	w w	10.5 15.5 2.0 3	Month 2 28 19 9
1,580 714 252 252 252 210 	92 , , , 32 , , , 24 , , , 32 , , , 24	w w	10.5 15.5 2.0 3	Month 3 31 21 10
1,620 680 240 240 200 520 520 520 420	102 34 12 12 10 26 26 42 6	a a a a	10.5 15.5 2.0	Month 4 30 20 10
1,698 748 264 264 220 572 572 572 572	102 34 112 112 112 126 266 267 277 287 287 287 287 287 287 287	w w	10.5 15.5 2.0	Month 5 31 22 9 9
1,656 748 264 264 220 572 572 572 573 	102 34 112 112 112 126 26 26 27 28	<u></u>	10.5 15.5 2.0	Month 6 30 22 8 8
1,680 714 252 252 252 210 546 546 546 546 	102 34 112 112 112 102 103 104 104 104 105 105 105 105 105 105 105 105 105 105	w w	10.5 15.5 2.0	Month 7 31 21 10
1,716 782 276 276 276 230 598 598 598	102 34 112 112 12 6 26 26 26	w w	10.5 15.5 2.0	Month 8 31 23 8 17.5
1.520 680 240 240 200 200 480 480 49 320 320	92 , , , 32 , , , 24 , , , 32 , , , 29	w w	10.5 15.5 2.0	
1,552 680 240 240 200 200 520 480 480 49 352 352	92 32 246 . 102	a a a a	10.5 15.5 2.0	
1,290 672 2,52 2,52 2,52 1,68 1,08 2,10 2,10 2,10 2,10 1,98 1,98 1,98	74 32 112 12 12 10 10 10 10 22 22 22 22 22 23	u u u	10.5 15.5 2.0	
1,312 672 252 252 262 168 - 420 210 210 210 220 - -	74 32 112 12 12 10 10 10 10 22 22 22 22	w w w	10.5 15.5 2.0	Month 12 31 21 10
1.510 698 251 251 251 196 503 424 79 - - - 310 310	90 33 112 122 122 133 333 - 44	<u></u>	10.5 15.5 2.0	Total 365 251 114 17.5

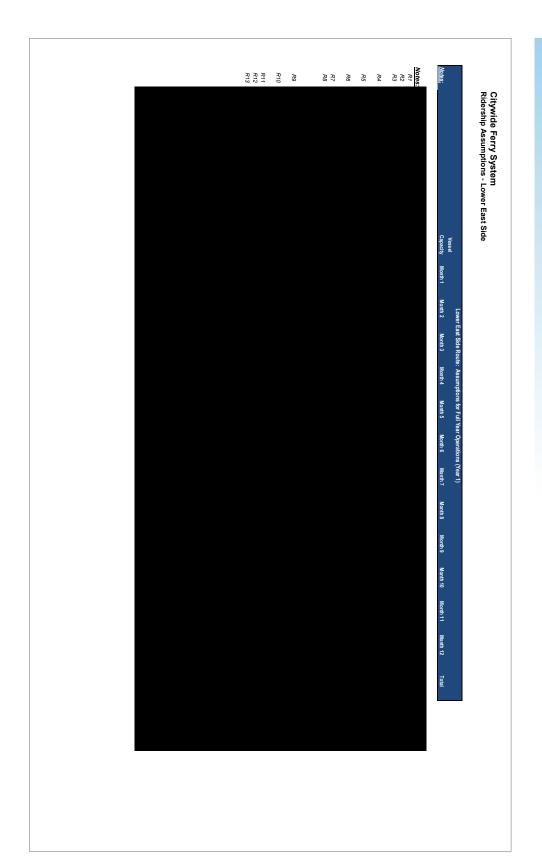




Citywide Ferry System Ridership Assumptions - Lower East Side

Notes:	R7	R8	R9	R10	R11	R12	R13
	Assumed Vessel Hours of Operation Weekdays - Peak Weekdays - Off-Peak Weekends / Holidays	Projected Average Daily Ridership Average Weekday Daily Ridership Weekdays - Peak AM (per Table 4.1 in RFP) Weekdays - Peak Weekdays - Of-Peak Average Weekends / Holidays Daily Ridership	Projected Average Dally Ridership adjusted for Seasonality Weekdays. Peak Weekdays. GP-Peak Weekends / Holidays (Figure 3.2, CWF Study) 1,	Average Passengers Embarking/Disembarking at each Landing during Morning/Evening Peak Periods Boardings: 1029 Long Island City North 646 610 839 1029 East 34th St 150 141 194 238 Sluyvesant Cover 23rd Street 394 372 511 627 Grand Street 136 129 177 217 Wall Street / Pler 11 9 9 12 15 Aluthrags: 136 129 17 15	Projected Ridership Weekdays - Peak Weekdays - Off-Peak Weekends / Holidays Total	Maximum Passenger Capacity Weekdays - Peak Total Weekdays - Off-Peak Total Weekends / Holidays Total Total Maximum	Projected Ridership Capacity Weekdays - Peak Weekdays - Off-Peak Weekends / Holidays Total
Vessel Capacity		− \$ −−− ₹} −−−	for Seaso	ring at eac		149	
Month 1	315 221 156	3,797 1,139 2,278 1,519 4,218	nality 1,335 890 1,182	h Landing d 646 150 394 136	28,039 18,693 11,817 58,549	100,128 62,580 32,780 195,488	28% 30% 36% 30%
Month 2	285 200 141	3,797 1,139 2,278 1,519 4,218	1,260 840 656	uring Morni 610 141 372 129 9	23,949 15,966 5,908 45,823	90,592 56,620 29,502 176,714	26% 28% 20% 26%
Month 3	315 221 156	3,797 1,139 2,278 1,519 4,218	1,733 1,155 1,838	ng/Evening 839 194 511 177 12	36,395 24,264 18,382 79,041	106,386 81,354 47,680 235,420	34% 30% 39% 34%
Month 4	300 210 156	3,797 1,139 2,278 1,519 4,218	2,127 1,418 5,252	1,029 238 627 217	42,540 28,360 52,519 123,419	101,320 77,480 62,580 241,380	42% 37% 84% 51%
th 2 Month 3 Month 4 Month 5 Month 6 Month	330 231 141	3,797 1,139 2,278 1,519 4,218	2,757 1,838 5,514	1,335 309 813 281 19	60,659 40,439 49,630 150,729	111,452 85,228 56,322 253,002	54% 47% 88% 60%
Month 6	330 231 125	3,797 1,139 2,278 1,519 4,218	2,678 1,786 7,090	1,296 300 790 273	58,926 39,284 56,720 154,930	111,452 85,228 50,064 246,744	53% 46% 113% 63%
Month 7	315 221 156	3,797 1,139 2,278 1,519 4,218	2,994 1,996 6,959	1,449 335 883 305 21	62,865 41,910 69,587 174,362	106,386 81,354 62,580 250,320	59% 52% 111%
Month 8	345 242 125	3,797 1,139 2,278 1,519 4,218	3,151 2,101 8,272	1,525 353 930 321 22	72,476 48,317 66,174 186,967	116,518 89,102 50,064 255,684	62% 54% 132% 73%
Month 9	300 210 156	3,797 1,139 2,278 1,519 4,218	2,915 1,943 5,318	1,411 326 860 297 20	58,296 38,864 53,175 150,335	101,320 77,480 47,680 226,480	58% 50% 112% 66%
Month 10	300 210 172	3,797 1,139 2,278 1,519 4,218	2,442 1,628 4,201	1,182 274 720 249 17	48,842 32,562 46,216 127,621	101,320 77,480 52,448 231,248	48% 42% 88% 55%
Month 11	315 221 141	3,797 1,139 2,278 1,519 4,218	2,678 1,786 3,282	1,296 300 790 273	56,248 37,498 29,542 123,288	100,128 62,580 29,502 192,210	56% 60% 100% 64%
Month 12	315 221 156	3,797 1,139 2,278 1,519 4,218	1,260 840 1,050	610 141 372 129 9	26,469 17,646 10,504 54,619	100,128 62,580 32,780 195,488	26% 28% 32% 28%
Total	3,765 2,636 1,779	45,560 13,668 27,336 18,224 50,615	27,332 18,221 50,615	13,229 3,061 8,063 2,788 191	575,704 383,803 470,174 1,429,681	1,247,130 899,066 553,982 2,700,178	46% 43% 85% 53%









Citywide Ferry System Ridership Assumptions - Soundview

	R			R5	R4	R4	R3	R1 .	Notes:
Weekdays - Peak Boat 1 Boat 2 Boat 3 Boat 4 Weekdays - Off-Peak Boat 1 Boat 4 Boat 3 Boat 4 Weekends / Holidays Boat 2 Boat 2 Boat 2 Boat 2 Boat 3 Boat 4	Boat 3 Boat 4 Assumed Boat Trips per Month	Boat 3 Boat 4 Weekends / Holidays Boat 1 Boat 1	Boat 2 Boat 3 Boat 3 Boat 4 Weekdays - Off-Peak Boat 1 Boat 1	Assumed Boat Trips per Hour Weekdays - Peak	Assumed # of Vessels used Weekdays - Peak Vessels - 149 Pax Weekdays - Off-Peak Vessels - 149 Pax Weekends / Holidays Vessels - 149 Pax	Number of Vessels for Operations 149 Passenger Vessel	Hours of Operation Weekdays - Peak Weekdays - Off-Peak Weekdands / Holidays Deadhead	Weekdays Weekends / Holidays	Assumed Date of Decestion
149 149 149 149 149 149 149 149 149	149	149 149	149 149 149 149	;		t			Vessel Capacity
336 126 126 128 84 84 252 210 210 220 220 220 220	1 060	. 22 . 2	0 6 6 12 12	62 16	ΝΝΝΝωω	ωω	17.5 5.0 10.5 15.5 2.0	10	Month 1
304 1114 1114 1114 1164 766 228 190 38 198 198	9	. 22. 2	10 10 10	62	ΝΝΝΝωω	ωω	17.5 5.0 10.5 15.5 2.0	9 10	Souni Month 2
504 1168 1168 168 168 252 252 252 252 252 252	1 308	30 i	1224 . 880	78 24	ΝΝΝΝωω	ωω	17.5 5.0 10.5 15.5 2.0	10	Soundview Route: Assumptions for Full Year Operations (Year 1) 2 Month 3 Month 4 Month 5 Month 6 Mor 28 31 30 31 30 31
1480 160 160 160 160 240 240 240 220 220 220	1400	224	1224 - 880	92	ΝΝΝΝωω	ယ ယ	17.5 5.0 10.5 15.5 2.0	10	Assumptions : Month 4
528 176 176 176 176 528 528 264 264 264 264 198	1 452	224	122 - 880	92 24	N N N N W W	ယ ယ	17.5 5.0 10.5 15.5 2.0	9	for Full Year O Month 5
528 176 176 176 176 176 528 528 264 264 264 264 27 28 28 28 28 28 28 28 28 28 28 28 28 28	1 408	422	1224 - 880	92 24	N N N N W W	ωω	17.5 5.0 10.5 15.5 2.0	8 22 8	perations (Yea Month 6
504 168 168 168 168 168 252 252 252 252 252 252 252 252	1448	22 4 :	1224 - 880	92 24	ΝΝΝΝωω	ωω	17.5 5.0 10.5 15.5 2.0	10	季
552 184 184 184 184 184 184 186 276 276 276 276 276 276 276 276	1456	224	1, 1, 2, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8,	92 24	N N N N W W	ယ ယ	17.5 5.0 10.5 15.5 2.0	8 23	Month 8
160 160 160 160 160 160 240 240 240 160 160	1 280	30 i	124 - 880	78 24	N N N N W W	ωω	17.5 5.0 10.5 15.5 2.0	10	_
480 160 160 160 160 240 240 240 176	1 290	30 - i	124 - 88 8 0	78 24	N N N N W W	ωω	17.5 5.0 10.5 15.5 2.0	11	
336 126 126 84 84 504 252 210 198	1 038	. 22. 2	10 12 24 , 4 6 6	62 16	ΝΝΝΝωω	ωω	17.5 5.0 10.5 15.5 2.0	21	
336 126 126 126 84 84 504 252 210 220 220	1 060	22 2	10 10 10	62 16	N N N N W W	ယ ယ	17.5 5.0 10.5 15.5 2.0	10	Month 12
447 1154 1154 1154 1160 1160 1160 1170 1170 1170 1170 1170	1 262	33 - 1 13	11 12 24 - 7 7 7 11 11 12	79 21	22223	ယ ယ	17.5 5.0 10.5 15.5 2.0	251 114	Total

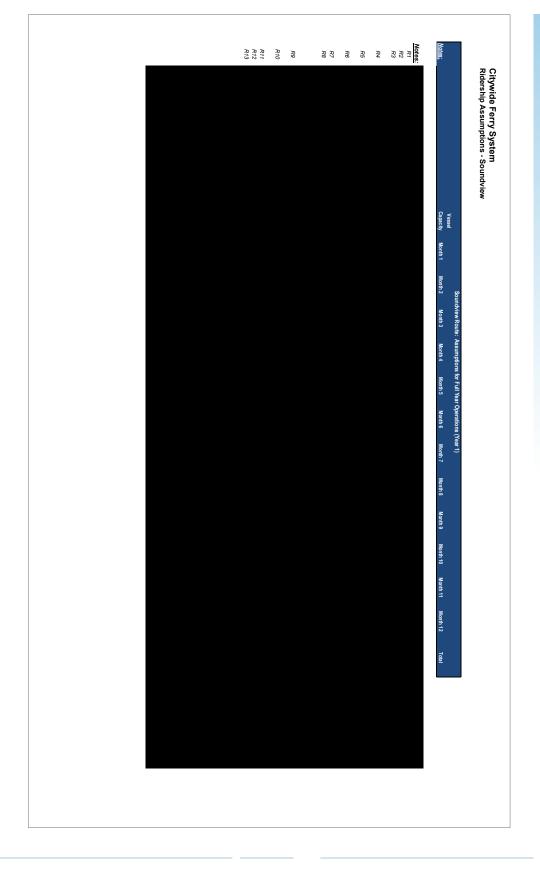




Citywide Ferry System Ridership Assumptions - Soundview

Notes:	Assumed Vessel Hours of Operation	Vessel Capacity	Month 1	Soun Month 2	dview Route: Month 3	Assı	Assumptions Month 4	umptions for Full Year	umptions for Full Year Operations (Y	ions for Full Year O Month 5	umptions for Full Year Operations (Year 1) mth 4 Month 5 Month 6 Month 7 Month 8	ath 7	nth 7 Month 8	th 7 Month 8 Month 9	th7 Month 8 Month 9 Month 10
R7	Assumed Vessel Hours of Operation Weekdays - Peak Weekdays - Off-Peak Weekends / Holidays		315 441 157	285 399 142	315 441 157	300 420 157	- A G	330 462 142	330 330 330 462 42 126		330 462 126	330 315 462 441 126 157	330 315 345 462 441 483 126 157 126	330 315 345 300 462 441 443 420 126 157 126 157	330 315 345 300 300 482 441 483 420 420 126 157 126 157 173
78	Projected Average Dally Ridership Average Weekday Dally Ridership Weekdays - Peak AM (per Table 4.1 in RFP) Weekdays - Peak Weekdays - Off-Peak Average Weekends / Holidays Dally Ridership	₽ - ₽	1,590 477 954 636 1,766	1,590 477 954 636 1,766	1,590 477 954 636 1,766	1,590 477 954 636 1,766		1,590 477 954 636 1,766	1,590 1,590 477 477 954 954 636 636 1,766 1,766		1,590 477 954 636 1,766	1,590 1,590 477 477 954 954 636 636 1,766 1,786	1,590 1,590 1,590 477 477 477 954 954 954 636 636 636 1,766 1,766 1,766	1,590 1,590 1,590 1,590 477 477 477 477 477 477 477 954 954 954 955 636 636 636 636 636 1,766 1,766 1,766 1,766	1.590 1.590 1.590 1.590 1.590 477 477 477 477 477 954 954 954 954 954 636 636 636 636 1.766 1.766 1.766 1.766 1.766
R9	Projected Average Daily Ridership adjusted for Seasonality Weekdays - Peak Weekdays - Gr. Peak Weekends / Holdays (Figure 3.2, CWF Study)	for Seaso	nality 559 373 495	528 352 275	726 484 770	891 594 2,199		1,155 770 2,309	1,155 1,122 770 748 2,309 2,969		1,122 748 2,969	1,122 1,254 748 836 2,969 2,914	1,122 1,254 1,320 748 836 880 2,969 2,914 3,464	1,122 1,254 1,320 1,221 748 836 880 814 2,969 2,914 3,464 2,227	1,122 1,254 1,320 1,221 1,023 748 836 880 814 682 2,969 2,914 3,464 2,227 1,760
R10	Average Passengers Embarking Disembarking at each Landing during Morning/Evening Peak Periods Boardings: Soundview 168 158 218 267 East 90th Street 212 201 276 388 East 92th Street 4179 169 232 285 Alightings: Wall Street / Pier 11 559 528 726 891	ng at eac	168 212 179 559	uring Morni 158 201 169 528	ng/Evening 218 276 232 726	J Peak Perio 267 338 285 891	8	346 439 370 1,155		346 439 370 1,155	346 337 439 426 370 359 1,155 1,122	346 337 376 439 426 476 370 359 401 1,155 1,122 1,254	346 337 376 396 439 426 476 501 370 359 401 422 1,155 1,122 1,254 1,320 1	346 337 376 396 366 439 426 476 501 464 370 359 401 422 391 1,155 1,122 1,254 1,320 1,221	346 337 376 396 366 307 439 426 476 501 484 389 370 359 401 422 391 327 1,155 1,122 1,254 1,320 1,221 1,023
R11	Projected Ridership Weekdays - Peak Weekdays - Off-Peak Weekends / Holidays Total		11,742 7,828 4,949 24,519	10,029 6,686 2,474 19,190	15,242 10,161 7,698 33,101	17,815 11,877 21,994 51,686		25,403 16,936 20,785 63,123	25,403 24,678 16,936 16,452 20,785 23,754 63,123 64,883		24,678 16,452 23,754 64,883	24,678 26,327 16,452 17,551 23,754 29,142 64,883 73,021	24.678 26.327 30.382 16.452 17.551 20.235 23.754 29.142 27.713 64,883 73,021 78,299	24.678 26.327 30.352 24.414 16.452 17.551 20.235 16.276 23.754 29.142 27.713 22.269 64.883 73.021 78.299 62.959	24 678 26 327 30,382 24,414 20,455 16,452 17,551 20,235 16,276 13,636 23,764 29,142 27,713 22,269 19,355 64,883 73,021 78,299 62,859 53,446
R13 R12	Maximum Passonger Capacity Weekdays - Peak Total Weekdays - Olf-Peak Total Weekdays - Holidays Total Total Maximum Projected Ridership Capacity	149	50,064 75,096 32,780 157,940	45,296 67,944 29,502 142,742	75,096 75,096 44,700 194,892	71,520 71,520 65,560 208,600	N	78,672 78,672 78,072 59,004 216,348	78,672 78,672 78,672 78,672 78,672 78,672 59,004 52,448 116,348 209,792	N	78,672 78,672 52,448 209,792	78.672 75.096 78.672 75.096 52.448 65.60 209,792 215,752	78.672 75.096 82.248 78.672 75.096 82.248 52.448 65.560 52.448 209.792 215,782 216,944	78.672 75.096 82.248 71.520 78.672 75.096 82.248 71.520 52.448 85.560 52.448 44.700 209,792 215,752 216,944 187,740	78.672 75.096 82.248 71.520 71.520 78.672 75.096 82.248 71.520 71.520 95.448 65.560 52.448 44.700 49.170 209.792 215,752 216,944 187,740 192.210
R13	Projected Ridorship Capacity Weekdays - Peak Weekdays - Off-Peak Weekends / Holidays Total		23% 10% 15% 16%	22% 10% 8% 13%	20% 14% 17% 17%	25% 17% 34% 25%		32% 22% 35% 29%	32% 31% 22% 21% 35% 45% 29% 31%		31% 21% 45% 31%	31% 35% 21% 23% 45% 44% 31% 34%	31% 35% 37% 21% 23% 25% 45% 44% 53% 31% 34% 36%	31% 35% 37% 34% 21% 23% 25% 23% 45% 44% 53% 50% 31% 34% 36% 34%	31% 35% 37% 34% 29% 21% 23% 25% 23% 19% 45% 44% 55% 50% 39% 31% 34% 36% 34% 28%









Citywide Ferry System Ridership Assumptions - Alternate (East River)

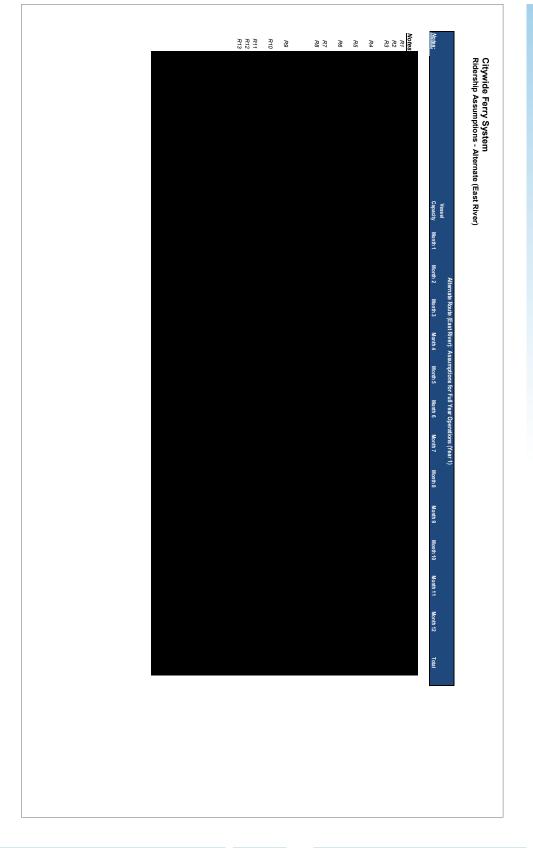
R6	R	72 74 44	Notes: R2 R1 R3
Assumed Boat Trips per Month Weekdays - Peak Boat 1 Boat 2 Boat 3 Boat 4 Weekdays - Off-Peak Boat 1 Boat 2 Boat 1 Boat 2 Boat 2 Boat 2 Boat 3 Boat 4 Weekends / Holidays Boat 1 Boat 1 Boat 1 Boat 3 Boat 4 Weekends / Holidays	Assumed Boat Trips per Hour Weekdays - Peak Boat 1 Boat 2 Boat 4 Weekdays - Off-Peak Boat 2 Boat 3 Boat 4 Weekdays - Holidays Boat 1 Boat 1 Boat 1 Boat 1 Boat 1 Boat 2 Boat 3 Boat 4 Weekends / Holidays Boat 1 Boat 2 Boat 1 Boat 1 Boat 2 Boat 3 Boat 4	Number of Vessels for Operations 149 Passenger Vessel Assumed Passenger Vessel Assumed Art Passels used Weekdays - Of-Peak Vessels - 149 Pax Weekdays - 0f-Peak Vessels - 149 Pax Weekends / Holidays Vessels - 149 Pax	Assumed Days of Operation Weekdays Weekends / Holidays Hours of Operation Weekdays - Peak Weekdays - Peak Weekdays - Off-Peak Weekends / Holidays Deadhead
149 149 149 149 149 149 149	149 149 149 149 149 149 149 149		Vessel Capacity
1,312 630 210 210 210 210 - 462 252 252 210 - - 220 220 220 - -	74 30 30 10 10 10 10 10 10 10 10 10 10 10 10 10	νννωω ωω	Month 1 31 21 10 17.5 5.0 10.5 15.5 2.0
1,186 570 190 190 190 190 190 190 190 190 198 198	74 30 10 10 10 10 10 10 10 10 10 10 10 10 10	ωω ωωννι	Month 2 28 19 9 17.5 5.0 10.5 15.5 22.0
1,790 630 210 210 210 210 462 378 320 320 320	102 30 10 10 10 10 10 12 22 22 23 23 23 24 30 30 30 30 30 30 30 30 30 30 30 30 30	N N N N W W W W	Month 3 31 31 10 17.5 5.0 10.5 15.5 2.0
1,820 520 160 160 200 200 440 440 440 420 220 220 200	112 26 8 8 8 8 10 10 22 22 22 22 22 22 20 20 20 20 20 20 20	N N N N W W W W	Month 4 30 20 10 17.5 5.0 10.5 15.5 2.0
1,918 572 176 176 220 220 968 484 484 484 198 198	112 26 8 8 8 10 10 22 22 22 22 22 20 20	ωω ωω <i>α</i> αν	Month 5 31 22 9 17.5 5.0 10.5 15.5 2.0
1,876 572 176 176 220 968 484 484 484 176 176	112 26 8 8 8 10 10 22 22 22 22 22 22 22 22 22	ωω ωωννν	Butternite Route (East) River): Assumptions for Full Year Operations (Year) 28 Month 3 Month 4 Month 3 Month 7 28 31 30 31 30 Month 1 28 21 20 22 21 22 21 9 10 9 8 10 9 17.5 17.5 17.5 17.5 17.5 5.0 5.0 5.0 5.0 5.0 5.0 5.0 10.5 10.5 10.5 10.5 10.5 5.5 15.5 15.5 15.5 15.5 15.5 5.0 2.0 2.0 2.0 2.0 2.0
1,890 546 168 168 210 210 924 462 462 462 420 220 220 200	112 26 8 8 8 10 10 22 22 22 22 22 22 20 20 20 20 20 20 20	ωω ωωννα	Month 7 31 21 10 17.5 5.0 10.5 15.5 2.0
1,946 598 184 184 230 230 1,012 506 506 506 176 176	112 26 8 8 8 8 10 10 22 22 22 22 22 22 20 20 20 20 20 20 20	N N N N W W W W	Month 8 31 23 8 17.5 5.0 10.5 15.5 2.0
1,720 600 200 200 200 200 440 440 360 320 320	102 30 10 10 10 10 10 10 10 10 10 10 10 10 10	N N N N W W W	Month 9 30 20 10 17.5 5.0 5.0 10.5 15.5 2.0
1,752 600 200 200 200 200 440 440 352 352	102 30 10 10 10 10 10 10 10 10 10 10 10 10 10	ΝΝΝΝωω ωω	Month 10 31 20 20 11 17.5 5.0 5.0 10.5 15.5 2.0
1,290 630 210 210 210 210 210 210 198 198	74 30 10 10 10 10 10 10 10 10 10 10 10 10 10	ΝΝΝΝωω ωω	Month 11 30 21 21 9 17.5 5.0 10.5 15.5 2.0
1,312 630 210 210 210 210 210 - 462 252 252 210 - - - 220 220	74 30 10 10 10 10 10 10 10 10 22 22 22 22 22 22 23 24 24 24 24 25 26 26 26 26 26 26 26 26 26 26 26 26 26	ωω ωωννι	Month 12 31 21 10 17.5 5.0 10.5 15.5 2.0
1,651 592 191 191 209 - 750 392 358 	97 288 9 9 9 10 10 10 10 10 10 10 10 10 10 10 10 10 1	N N N N W W W W	Total 365 251 114 17.5 5.0 10.5 15.5 2.0



Citywide Ferry System Ridership Assumptions - Alternate (East River)

			R13					R12					2	1									R10				R9					Š	3			X.	Notes:	
Weekends / Holidays Total	Weekdays - Off-Peak	Weekdays - Peak	Projected Ridership Capacity	Total Maximum	Weekends / Holidays Total	Weekdays - Off-Peak Total	Weekdays - Peak Total	Maximum Passenger Capacity	Otal	Total	Weekends / Holidays	Weekdays - Off-Peak	Weekdays - Peak	Droincted Didorehin	Wall Street / Pier 11	East 34th Street	Alightings:	S. Williamsburg	N. Williamsburg	Greenpoint	Long Island City South	East 34th Street	Average Passengers Embarking/Disembarking at each Landing during Morning/Evening Peak Periods		Weekends / Holidays (Figure 3.2, CWF Study)	Weekdays - Off-Peak	Projected Average Daily Ridership adjusted for Seasonality	Average weekends/ notidays bally Ridership	Weekdays - Off-Peak	Weekdays - Peak	Weekdays - Peak AM (per Table 4.1 in RFP)	Average Weekday Daily Ridership		Weekends / Holidays	Weekdays - Off-Peak	Weekdays - Deak		
				149																			ing at eac	_	dy.		for Seaso	₹			ŦP)						Capacity	Vessel
33% 28%	25%	28%		195,488	32,780	68,838	93,870		50,999	52 000	10 800	17 240	25 860		563	669	0	80	537	376	79	20	h Landing d	:	821	1.231	onality	3,090	1,401	2,101	1,051	3 502		157	441	215	Month 1	
18% 24%	24%	26%		176,714	29,502	62,282	84,930		42,202	3 3 5 5	л 440	14 725	22 088		531	631	·	76	507	355	74	19	uring Morni		775	1.163	3	3,090	1,401	2,101	1,051	3 502		142	399	282	Month 2	
36% 27%	18%	36%		266,710	47,680	125,160	93,870		12,099	72 900	16 053	22,300	33 568		730	868	3	104	1697	488	102	26	ng/Evening	i	1,066	1.598	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3,090	1,401	2,101	1,051	3 502		157	441	215	Month 3	
77% 42%	20%	51%		271,180	62,580	131,120	77,480		113,029	112 920	48 438	26 157	36 235		897	1,065	į	128	855	598	126	31	Peak Perk		1,308	1.962	1 200	3,090	1,401	2,101	1,051	3 502		157	420	300	Month 4	
81% 49%	26%	66%		285,782	56,322	144,232	85,228		139,017	120 017	45 774	37 297	55 OA6		1,162	1,381	ē	165	1,109	776	163	41	ods		1,695	2.543	1 070	3,090	1,401	2,101	1,051	3 502		142	462	330	Month 5	
104% 51%	25%	64%		279,524	50,064	144,232	85,228		142,032	143 603	50 313	36 232	54 347		1,129	1,341		161	1,0//	753	158	40			1,647	2.470	3	3,090	1,401	2,101	1,051	3 502		126	462	330	Month 6	
103% 57%	28%	71%		281,610	62,580	137,676	81,354		100,014	160 914	64 180	38,654	57 080		1,262	1,499	:	179	1,204	842	177	4			1,841	2,761	2444	3,090	1,401	2,101	1,051	3 502		157	441	217	Month 7	
122% 59%	30%	75%		289,954	50,064	150,788	89,102		172,439	473,430	61 032	44 563	66 844		1,328	1,578		189	1,267	886	186	47			1,938	2,906	3 360	3,090	1,401	2,101	1,051	3.502		126	483	20	Month 8	
103% 54%	30%	60%		256,280	47,680	119,200	89,400		130,034	130,00	49 044	35,844	53 766		1,229	1,460		175	1,1/2	820	172	43			1,792	2.688	3	3,090	1,401	2,101	1,051	3 502		157	420	300	Month 9	
81% 45%	25%	50%		261,048	52,448	119,200	89,400		117,704	117 704	42 625	30,037	45 047		1,029	1,223		146	286	687	144	36			1,502	2.252	4 750	3,090	1,401	2,101	1,051	3 502		173	420	300	Month 10	
92% 59%	50%	55%		192,210	29,502	68,838	93,870		113,700	112 709	27 246	34 585	51 877		1,129	1,341		161	1,077	753	158	40			1,647	2.470	4 000	3,090	1,401	2,101	1,051	3 502		142	441	215	Month 11	
30% 26%	24%	26%		195,488	32,780	68,838	93,870		50,576	50,000	988	16 275	24 413		531	631	·	76	507	355	74	19			775	1.163	200	3,090	1,401	2,101	1,051	3 502		157	441	315	Month 12	
78% 45%	26%	50%		2,951,988	553,982	1,340,404	1,057,602		1,310,390	1 310 506	433 649	353 982	530 Q72		11,520	13,688	.,000	1,639	10,991	7,689	1,613	403			16,806	25.208		40,002	16,808	25,212	12,606	42 020		1,791	5,271	3 765	Total	







Citywide Ferry System Ridership Assumptions - South Brooklyn-SBGI

73	75	74 74	Notes: R2 R1 R3
Assumed Boat Trips per Month Weekdays - Peak Boat 1 Boat 2 Boat 3 Boat 4 Weekdays - Off-Peak Boat 1 Boat 2 Boat 1 Boat 2 Boat 3 Boat 3 Boat 4 Weekends / Holidays Boat 1 Boat 3 Boat 1 Boat 2 Boat 3 Boat 4 Weekends / Holidays Boat 2 Boat 3 Boat 4	Assumed Boat Trips per Hour Weekdays - Peak Boat 1 Boat 2 Boat 2 Boat 2 Boat 3 Boat 4 Weekdays - Off-Peak Boat 1 Boat 1 Boat 1 Boat 2 Boat 3 Boat 4 Weekends / Holidays Boat 1 Boat 1 Boat 1 Boat 1 Boat 1 Boat 1 Boat 3 Boat 4	Number of Vessels for Operations 149 Passenger Vessel Assumed of Vessels used Weekdays - Peak Vessels - 149 Pax Weekdays - Off-eak Wessels - 149 Pax Weekends / Holidays Wessels - 149 Pax	Assumed Days of Operation Weekdays Weekends / Holidays Hours of Operation Weekdays - Peak Weekdays - Off-Peak Weekends / Holidays Deadhead
149 149 149 149 149 149 149 149	149 149 149 149 149 149 149 149		Vessel Capacity
1,102 504 168 210 210 126 	64 24 4 10 10 10 10 22 22 22 22 22	N N N N W W W W W	Month 1 21 21 10 17.5 5.0 10.5 15.5 2.0
996 456 152 190 114 114 198 198 198	64 64 64 64 64 64 64 64 64 64 64 64	ΝΝΝΝωω ωω	Month 2 28 19 9 17.5 5.0 10.5 15.5 2.0
1,308 504 168 168 168 252 252 252 160 140	78 24 8 8 8 8 8 8 8 12 12 12 14 16 16 16 17	N N N N W W W W	Month ³ 31 21 10 17.5 5.0 10.5 15.5 2.0
1,360 480 1160 1160 1160 1240 240 240 240 240 200 200 200		N N N N W W W W	Month 4 30 20 10 17.5 5.0 10.5 15.5 2.0
1,416 528 176 176 1776 176 180 180 180	88 88 88 88 88 88 88 88 88 88 88 88 88	N N N N W W W W W	Month 5 7 31 32 22 9 9 17.5 5.0 15.5 15.5 2.0
1,376 528 176 176 176 176 176 264 264 264 264 264 160 160	88 88 88 88 88 88 88 88 88 88 88 88 88	N N N N W W W W	Wonth 6 W 30 22 22 8 17.5 5.0 15.5 2.0
1,408 504 168 168 168 168 252 252 252 252 252 252 252 252	. , . 20 20 20 20 20 20 20 20 20 20 20 20 20	N N N N W W W W	Month 7 4 21 21 10 10 5.0 10.5 15.5 2.0
1,424 552 184 184 184 184 184 186 - - 552 276 276 276 276 276 276 276		N N N N W W W W	lonth 8 M 31 23 23 8 17.5 5.0 10.5 2.0
1,260 480 160 160 160 160 240 240 240 240 240 160 160	78 88 88 88 88 88 88 88 88 88 88 88 88 8	N N N N W W W W	onth9 Mo 30 20 10 17.5 5.0 10.5 15.5 2.0
1,290 480 160 160 160 160 240 240 240 240 176 154	78 88 88 88 88 88 88 12 12 14 14 16	ωω ωωασω	anth 10 Mo 31 20 11 17.5 5.0 10.5 15.5 2.0
1,080 504 168 210 126 126 378 210 168 210 168 198	22 8 6	N N N N W W W W	nith11 Mor 30 21 21 9 17.5 5.0 10.5 15.5 2.0
1,102 504 168 210 126 210 126 210 168 210 168 220 220	64 10 10 10 10 10 10 10 10 10 10 10 10 10	ΝΝΝΝωω ωω	nth 12 1 31 31 21 10 10 17.5 5.0 5.0 10.5 15.5 2.0
1,260 502 1167 1181 154 461 237 224 - - - 297 186 1111	78 24 24 24 27 27 27 27 27 27 27 27 27 27 27 27 27	ωω ωωααα	365 251 114 17.5 5.0 10.5 15.5 2.0

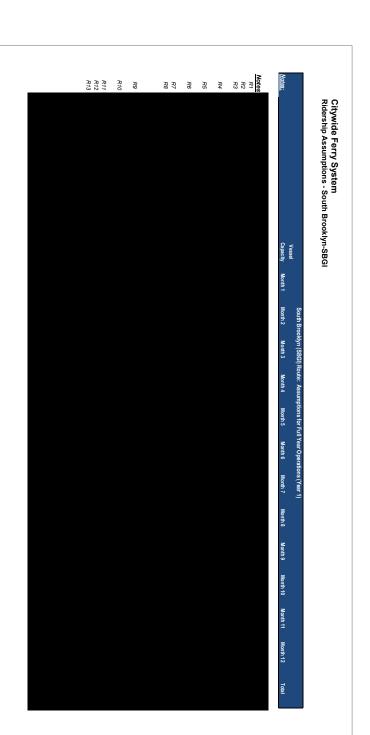
Citywide Ferry System Ridership Assumptions - South Brooklyn-SBGI

R13	R12	R11	<u>ر</u> 5	25 29	72 8	Notes: R7	ا
Projected Ridership Capacity Weekdays - Peak Weekdays - Off-Peak Weekends / Holidays Total	Maximum Passenger Capacity Weekdays - Peak Total Weekdays - Off-Peak Total Weekends / Holidays Total Total Maximum	Projected Ridership Weekdays - Peak Weekdays - GP-Peak Weekends / Holidays Total	Boardings: 23 22 30 36 Bay Ridge 23 22 30 36 Box Ridge 25 50 69 85 Box Box Nyn Army Terminal / Pier 4 53 50 69 85 Red Hook 23 22 30 36 BBP / Pier 6 Altantic Avenue 23 22 30 36 BBP / Pier 1 DUMBO 20 208 286 31 Alightings: 357 337 463 580 Governors Island 23 22 30 36	Projected Average Daily Ridership adjusted for Seasonality Weekdays - Peak Weekdays - Off-Peak Weekends / Holdays (Figure 3.2, CWF Study)	Projected Average Dally Ridership Average Weekday Dally Ridership Weekdays - Peak AM (per Table 4.1 in RFP) Weekdays - Of-Peak Weekdays - Of-Peak Average Weekends / Holidays Dally Ridership	Assumed Vessel Hours of Operation Weekdays - Peak Weekdays - Off-Peak Weekends / Holidays	
	149		y ar eac	for Seasc	p p	Capacity	Vessel
11% 9% 10%	75,096 56,322 32,780 164,198	7,976 5,317 3,361 16,655	23 53 23 61 220 220 357 23	onality 380 253 336	1,080 324 648 432 1,200	Month 1 315 441 157	
10% 9% 6% 9%	67,944 50,958 29,502 148,404	6,812 4,542 1,681 13,035	22 50 22 57 208 208 337 222	359 239 187	1,080 324 648 432 1,200	Month 2 285 399 142	
14% 9% 12% 12%	75,096 75,096 44,700 194,892	10,353 6,902 5,229 22,484	30 69 30 79 286 463 30	493 329 523	1,080 324 648 432 1,200	Month 3 315 441 157	, (CCC)
17% 11% 25% 17%	71,520 71,520 59,600 202,640	12,101 8,067 14,939 35,108	36 36 37 37 37 37 37 37 37 37 37 38	605 403 1,494	1,080 324 648 432 1,200	Month 4 300 420 157	
22% 15% 26% 20%	78,672 78,672 53,640 210,984	17,255 11,503 14,118 42,876	47 110 47 125 455 457 477	784 523 1,569	1,080 324 648 432 1,200	Month 5 330 462 142	-
21% 14% 34% 21%	78,672 78,672 47,680 205,024	16,762 11,175 16,135 44,071	46 107 46 122 442 716	762 508 2,017	1,080 324 648 432 1,200	Month 6 330 462 126	Count Di Confri (Obol) ivous. Descriptions for the feat Operations (1881)
24% 16% 33% 24%	75,096 75,096 59,600 209,792	17,883 11,922 19,795 49,599	51 119 51 136 494 800	852 568 1,979	1,080 324 648 432 1,200	Month 7 315 441 157	, cii 2 (i caii 1)
25% 17% 39% 25%	82,248 82,248 47,680 212,176	20,616 13,744 18,824 53,185	54 125 54 143 520 843	896 598 2,353	1,080 324 648 432 1,200	Month 8 345 483 126	
23% 15% 34% 23%	71,520 71,520 44,700 187,740	16,583 11,055 15,126 42,764	50 116 50 133 481 779	829 553 1,513	1,080 324 648 432 1,200	300 420 157	
19% 13% 27% 19%	71,520 71,520 49,170 192,210	13,894 9,262 13,147 36,303	42 97 42 111 403 653 42	695 463 1,195	1,080 324 648 432 1,200	Month 10 300 420 173	
21% 19% 28% 22%	75,096 56,322 29,502 160,920	16,000 10,667 8,403 35,070	46 107 46 122 442 716 46	762 508 934	1,080 324 648 432 1,200	Month 11 315 441 142	
10% 9% 9% 9%	75,096 56,322 32,780 164,198	7,529 5,020 2,988 15,537	22 50 22 57 208 337 22	359 239 299	1,080 324 648 432 1,200	Month 12 315 441 157	
18% 13% 25% 18%	897,576 824,268 531,334 2,253,178	163,765 109,177 133,746 406,687	466 1,088 466 1,244 4,509 7,308	7,775 5,183 14,398	12,960 3,888 7,776 5,184 14,398	Total 3,765 5,271 1,791	











Citywide Ferry System Summary of Ridership Projections by Route (5 Routes plus Alternate)

Average trips per month: Astiona Rockaway S Brooklyn S Brooklyn (SBGI) Lower East Side Soundview Alternate (ERF)	Average trips per day of operation Astoria Rockaway S Brooklyn (SBGI) S Brooklyn (SBGI) Lower East Side Soundview Alternate (ERF)	Average Boat four Trips Total Vessels Required Astoria Rockawy S Brooklyn S Brooklyn (SBGI) Lower East Side Soundview Alternate	Percentage of Ridership Growth by Month Vestr Routes Astoria Astoria Rockaway S Brooklyn S Brooklyn (SBGI) Lower East Side Soundview Alternate (ERF) 0.0% 0.0%	Routes Astoria Rockaway S Brooklyn S Brooklyn S Brooklyn (SBG)) Lower East Side Soundview Alternate (ERF)	Astoria Astoria Astoria Rockaway S Brocklyn S Brocklyn (SBGI) Lower East Side Soundview Alternate (ERF)	Month 1 Average Days of Operation per Month / Year
1,270 830 1,144 1,102 1,312 1,060 1,312	36.9 35.5 42.3 34.2 42.3	4 (((((((((((((((((((by Month / 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	15.5 15.5 15.5 15.5	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	
1,148 750 1,034 996 1,186 958 1,186	41.0 26.8 36.9 35.6 42.4 42.4 42.4	400000	0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	15.5 15.5 15.5 15.5 15.5	28 28 28 28 28 28	Month 2
1,518 930 1,308 1,308 1,308 1,580 1,308 1,308	49.0 30.0 42.2 42.2 51.0 42.2 57.7	4 (1 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2	0.0 % % 0.0 % % 0.0 % % 0.0 % %	15.5 15.5 15.5 15.5 15.5	3 3 3 3 3 3 3	Month 3
1,560 900 1,360 1,360 1,620 1,620 1,400 1,820	52.0 30.0 45.3 45.3 54.0 60.7	4 (1 \omega \omega \omega \omega	0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	15.5 15.5 15.5 15.5 15.5	30 30 30 30	Month 4
1,636 930 1,416 1,416 1,698 1,452 1,918	52.8 30.0 45.7 45.7 54.8 46.8 61.9	4 4 2 2 2 2 2	0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	15.5 15.5 15.5 15.5 15.5 15.5	31 31 31 31 31	Month 5
1,596 900 1,376 1,376 1,376 1,656 1,408 1,876	53.2 30.0 45.9 45.9 55.2 46.9 62.5	4 4 2 2 2 2 2	0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	15.5 15.5 15.5 15.5 15.5 15.5	30 30 30 30 30 30	Month 6
1,618 930 1,408 1,408 1,680 1,448 1,890	52.2 30.0 45.4 45.4 54.2 46.7 61.0	4 4 2 2 2 2 2 2	0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	15.5 15.5 15.5 15.5 15.5 15.5	31 31 31 31 31	Month 7
1,654 930 1,424 1,424 1,716 1,716 1,456 1,946	53.4 30.0 45.9 45.9 55.4 47.0 62.8	4 4 2 2 2 2 2	0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	15.5 15.5 15.5 15.5 15.5 15.5	31 31 31 31	Month 8
1,460 900 1,260 1,260 1,520 1,520 1,720	48.7 30.0 42.0 42.0 50.7 42.0 57.3	4 (((((((((((((((((((0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	15.5 15.5 15.5 15.5 15.5	30 30 30 30	Month 9
1,490 930 1,290 1,290 1,552 1,290 1,752	48.1 30.0 41.6 41.6 50.1 41.6 56.5	4 (((((((((((((((((((0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	15.5 15.5 15.5 15.5 15.5 15.5	33 3 3 3 3 3	Month 10
1,248 810 1,122 1,080 1,290 1,038 1,290	41.6 27.0 37.4 36.0 43.0 34.6 43.0	4 (((((((((((((((((((0.0% 0.0% 0.0% 0.0% 0.0%	15.5 15.5 15.5 15.5 15.5	30 30 30 30	Month 11
1,270 830 1,144 1,102 1,312 1,060 1,312	41.0 26.8 36.9 35.5 42.3 34.2 42.3	4 (1 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2	0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	15.5 15.5 15.5 15.5 15.5	31 31 31 31 31	Month 12
1,456 881 1,274 1,260 1,510 1,262 1,651	4 3 4 3 3 2 4 3 5 5 4 5 5 6 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6	4 4 2 2 2 2 2	0.0% 0.0% 0.0% 0.0% 0.0%	15.5 15.5 15.5 15.5 15.5	365 365 365	Year 1
1,456 881 1,274 1,260 1,510 1,262 1,651	4.9.0.4.0.4.0.4.0.4.0.4.0.4.0.4.0.0.0.4.0.0.0.4.0.0.0.4.0	4 (1 \omega \omega \omega	3.0% 3.0% 3.0% 0.0% 0.0%	15.5 15.5 15.5 15.5 15.5	365 365 365 365	Year 2
1,456 881 1,274 1,260 1,510 1,262 1,651	4	4 (1 & & & &	3.0% 6 3.0% 6 3.0% 6 3.0% 3.0%	15.5 15.5 15.5 15.5 15.5	365 365 365	Year 3
1,456 881 1,274 1,260 0 1,510 2 1,262 1,262	4.3.4.3.5.4 4.3.5.4.0 4.5.5.4.0	4 2 2 2 2 2	3.0% 3.0% 3.0% 3.0%	5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5	3 3 6 5 6 5 6 5	Year 4
1,456 1 881 1 274 4 1,274 0 1,260 0 1,510 2 1,262 1,651	4.0 4.0 4.0 4.0 4.1 4.0 4.1 4.5	4 / 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	% 3.0% % 3.0% % 3.0% % 3.0% 3.0% 3.0%	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	365 6 6 6 6	Year 5

Citywide Ferry System Summary of Ridership Projections by Route (5 Routes plus Alternate)

Passenger Counts Astonia Rackaway S. Brooklyn S. Brooklyn S. Brooklyn Lower East Side Soundview Alternate (ERF)	Alternate (EKF) Weekdays - Peak Weekdays - Off-Peak Weekends	Weekdays - Peak Weekdays - Off-Peak Weekends	Weekdays - Peak Weekdays - Off-Peak Weekends Scruckiew	Weekdays - Peak Weekdays - Off-Peak Weekends Weekends	Weekdays - Peak Weekdays - Off-Peak Weekends S Brooklyn (SBGI)	Weekdays - Peak Weekdays - Off-Peak Weekends S Brooklon	Astoria Weekdays - Peak Weekdays - Off-Peak Weekends Weekends	Mر Average Dally Ridership Projections
69,703 7,505 16,398 16,655 58,549 24,519 53,999	1,231 821 1,090	559 373 495	1,335 890 1,182	380 253 336	374 249 331	171 114 151	1,590 1,060 1,407	onth 1
54,553 5,874 12,834 13,035 45,823 19,190 42,262	1,163 775 605	528 352 275	1,260 840 656	359 239 187	353 235 184	162 108 84	1,501 1,000 782	Month 2
94,099 10,132 22,137 22,484 79,041 33,101 72,899	1,598 1,066 1,695	726 484 770	1,733 1,155 1,838	493 329 523	485 324 515	222 148 236	2,063 1,376 2,188	Month 3
146,933 15,820 34,566 35,108 123,419 51,686 113,829	1,962 1,308 4,844	891 594 2,199	2,127 1,418 5,252	605 403 1,494	596 397 1,471	273 182 673	2,532 1,688 6,252	Month 4
179,445 19,321 42,215 42,876 150,729 63,123 139,017	2,543 1,695 5,086	1,155 770 2,309	2,757 1,838 5,514	784 523 1,569	772 515 1,544	353 236 707	3,283 2,188 6,565	Month 5
184,447 19,859 43,391 44,071 154,930 64,883 142,892	2,470 1,647 6,539	1,122 748 2,969	2,678 1,786 7,090	762 508 2,017	750 500 1,986	343 229 909	3,189 2,126 8,441	Month 6
207,581 22,350 48,834 49,599 174,362 73,021 160,814	2,761 1,841 6,418	1,254 836 2,914	2,994 1,996 6,959	852 568 1,979	838 559 1,949	384 256 892	3,564 2,376 8,284	Month 7
222,587 23,966 52,364 53,185 186,967 78,299 172,439	2,906 1,938 7,629	1,320 880 3,464	3,151 2,101 8,272	896 598 2,353	883 588 2,317	404 269 1,060	3,751 2,501 9,848	Month 8
178,976 19,270 42,104 42,764 150,335 62,959 138,654	2,688 1,792 4,904	1,221 814 2,227	2,915 1,943 5,318	829 553 1,513	816 544 1,489	374 249 682	3,470 2,313 6,331	Month 9
151,935 16,359 35,743 36,303 127,621 53,446 117,704	2,252 1,502 3,875	1,023 682 1,760	2,442 1,628 4,201	695 463 1, 195	684 456 1,177	313 209 539	2,907 1,938 5,002	Month 10
146,776 15,803 34,529 35,070 123,288 51,631 113,708	2,470 1,647 3,027	1,122 748 1,375	2,678 1,786 3,282	762 508 934	750 500 919	343 229 421	3,189 2,126 3,908	Month 11 Month 12
65,025 7,001 15,297 15,537 54,619 22,874 50,376	1,163 775 969	528 352 440	1,260 840 1,050	359 239 299	353 235 294	162 108 135	1,501 1,000 1,250	Month 12
1,702,061 183,260 400,411 406,687 1,429,681 598,734 1,318,596	2,101 1,400 3,890	954 636 1,766	2,278 1,518 4,218	648 432 1,200	638 425 1,181	292 195 541	2,712 1,808 5,021	Year 1
1,753,123 188,758 412,424 418,888 1,429,681 598,734 1,318,596	2,101 1,400 3,890	954 636 1,766	2,278 1,518 4,218	667 445 1,236	657 438 1,217	301 200 557	2,793 1,862 5,172	Year 2
1,810,748 194,963 425,980 432,657 1,476,675 618,414 1,361,937	2,164 1,442 4,007	982 655 1,819	2,346 1,564 4,344	687 458 1,273	677 451 1,253	310 206 574	2,877 1,918 5,327	Year 3
1,865,070 200,811 438,759 445,636 1,520,975 636,967 1,402,795	2,229 1,486 4,127	1,012 675 1,874	2,416 1,611 4,475	708 472 1,311	697 465 1,291	319 213 591	2,963 1,975 5,487	Year 4
1,921,022 206,836 451,922 459,005 1,566,604 656,076 1,444,879	2,295 1,530 4,251	1,042 695 1,930	2,489 1,659 4,609	729 486 1,350	718 479 1,330	329 219 609	3,052 2,035 5,652	Year 5





Citywide Ferry System Summary of Ridership Projections by Route (5 Routes plus Alternate)

Mumber of vessels	Boat Tour Capacity and Boat Utilization (based on operating days) Astoria Average Capacity per boat 149 149 149	-
la per day 6.104 sia per day 6.104 sia per month/yes 189,230 (based on days 6.1% la per month 3.889 sia per month 5.499 sia per month 5.499 sia per month 5.499 sia per month 5.499 sia per month/yes 170,456 (based on days 9.6% (based on days 10.1% sia per month/yes 164.198 (based on days 10.1% sia per month 6.306 sia per month 9.509 sia per month 1.49 sia per month 1.509 sia per month/yes 164.198 (based on days 10.1% 149 sia per month/yes 195.488 (based on days 15.5% sia per month/yes 157,440 (based on days 15.5% sia per month/yes 157,840 sia per month/yes 195,848	Soat Ut	-
1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Soat Ut	-
	lization (based on	Month
	sed on	3 -
40 ús 01-02 02102 02042 02-42 02812 02-42 1	9 149	Month 2
7,296 226,182 241.6% 149 149 24,470 138,570 138,570 141.6% 141.4% 149 149 149 149 149 149 149 149 149 149	erating da	Month 3
7,748 232,440 83.2% 149 14,470 111.8% 17.17,17 1	ys) 149	Month 2 Month 3 Month 4
7,863 243,764 73,6% 73,6% 73,6% 73,6% 74,470 13,9% 14,470 14,984 20,098 210,984 20,098 210,984 20,3% 2	149	Month 5
7,927 297,804 77,6% 77,6% 77,6% 144,70 14,8% 149 149 149 149 149 149 149 149 149 149	149	Month 6
7,777 24,1082 86.1% 149 4,470 16.1% 149 149 149 149 149 149 149 149 149 149	149	Month 7
7,950 246,446 90.3% 149 14,470 17.3% 18,570 17.3% 149 149 149 149 149 149 149 149 149 149	149	Month 8
7,251 217,540 82.3% 144,470 144,70 144,70 144,70 147,740 187,740 187,740 22.4% 149 149 149 149 149 149 149 149 149 149	149	Month 9
7,162 222,010 68,4% 149 14,470 11,8% 149 149 149 149 149 18,570 118,57	149	Month 10
6.19.9% 78.9% 78.9% 78.9% 78.9% 78.9% 105.952 78.9% 105.952 105.7% 106.920 21.8% 20.7% 20.7% 20.	149	Month 9 Month 10 Month 11 Month 12
149,230 34,4%, 149,230 149,230 149,230 123,670 5,7%, 149,390 170,456 9,0%, 149,390 170,456 9,0%, 149,390 170,456 9,0%, 149,390 170,456 9,0%, 149,390 170,456 9,0%, 149,390 170,456 9,0%, 149,390 170,456 9,0%, 149,390 170,456 9,0%, 149,390 170,456 9,0%, 170,456 17	149	Month 12
7,124 2,602,732 65.4% 1149 2,43,33 1,574,930 111.6% 149 3,255,764 149 149 149 149 149 149 149 149 149 14	149	Year 1
2,602 6 6 6 6 2,277 1,574 1,57	149	Year 2
2,602 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	Ψ	Year
126% 126% 149 149 149 149 149 149 149 149	149	rω
7,127 2,60,746 71,7% 149 4,316 1,54,944 1,216 1,54,944 1,216	149	Year 4
7,128 2,60,747 73,8% 149 149 14,317 1,574,945 13,1% 6,239 2,277,629 19,8% 149 149 149 149 149 149 149 149 149 149	149	Year 5

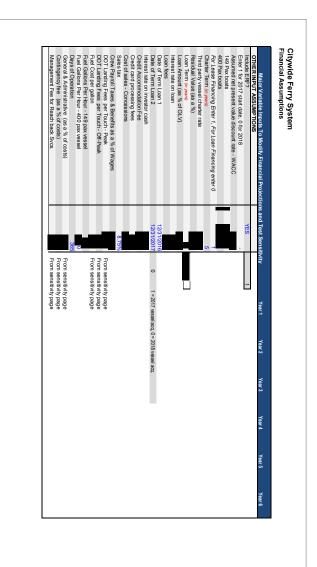
RFP – Citywide Ferry System Satisfy Our Guests | Respect Our Planet

	Major Variable Inputs To Modify Financial Projections and Test Sensitivity	Year 1	Year 2	Year3	Year 4	Year 5	Year 6
y Year 1) grins Year 1) grins Year 1) (\$(1) (Begrins Year 2) grins Year 2) grins Year 2) grins Year 2) grins Year 2) (\$(2) (Begrins Year 2) grins Year 1) (\$(3) (Begrins Year 2) grins Year 2) (\$(4) (Begrins Year 2) grins Year 2) (\$(5) (Begrins Year 2) grins Year 2) (\$(5) (Begrins Year 2) grins Year 2) (\$(5) (Begrins Year 2) grins Year 2) (\$(6) (Begrins Year 2) (\$(6) (B	Ridership						
grins (*vair 1) grins (*vair 1) stall (*Begins Vear 2) stall (*Begins Vear 2) style (*Begin	Astoria (Beains Year 1)						
(SG) (Begins Year 1) (s) (Begins Year 2) (s) (Begins Year 2) (F) (Begins Year 2) (F) (Begins Year 2) (F) (Begins Year 1) (s) (Begins Year 1) (s) (Begins Year 1) (s) (Begins Year 2) (s) (F) (Begins Year 2) (s) (Begins Year 2) (s) (F) (F) (F) (F) (F) (F) (F) (F) (s) (F) (F) (F) (F) (F) (s) (F) (F) (F) (F) (F) (s) (F) (F) (Rockaway (Begins Year 1)						
is (Begins Year 1) is (Begins Year 2) is (Begins Year 2) is (Begins Year 2) is Year 1) gins Year 1) gins Year 1) is (Begins Year 2) is (Begins Yea	S Brooklyn (Begins Year 1)						
is (Begris Year 2) is (Begris Year 2) is Year 1) gris Year 1) gris Year 1) is (S) (Begris Year 2) is (Begris Year 2							
gins Year 2) F) (Begins Year 2) y Year 1) gins Year 1) gins Year 2) y Year 1) (Ga) (Begins Year 2) (F) (F) (Begins Year 2) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F) (F)							
h (*) (leg/ins Year 2) h (*) Year 1) g/ins Year 1) g/ins Year 1) g/ins Year 1) g/ins Year 2) g/ins Y							
Astrica (Begins' Year 1) S Brocklyn (Begins Year 2) S Brocklyn (Begins Year 2) S Brocklyn (SEO) (Begins Year 2) Soundwer (Begins Year 2) Rectaway (Begins Year 2) Soundwer (Begins Year 2) Rectaway (Begins Year 2) Soundwer (Begins Year 2) Soundwer (Begins Year 2) Soundwer (Begins Year 2) Soundwer (Begins Year 2) Alternative (BEF) (Begins Year 2) Soundwer (Begins Year 2) Alternative (BEF) (Begins Year 2) Alternative (BEF) (Begins Year 2) Control (Begins Year 2) Alternative (Begins Year 2) Alternative (BEF) (Begins Year 2) Control (Begins Year 2) Alternative (BEF) (Begins Year 2) Alternative (BEF) (Begins Year 2) Control (Begins Year 2) Control (Begins Year 2) Control (Begins Year 2) Alternative (BEF) (Begins Year 2) Control (Begins Year 2)) (Degins rear z)						
Rockewiy (Bagins Year 1) S Brockyn (SBO) (Bagins Year 2) Lower East Side (Bagins Year 2) Sundview (Barjis Year 2) Alternative (ERF) (Bagins Year 2) S Brockyn (Bagins Year 1) S Brockyn (Bagins Year 1) S Brockyn (Bagins Year 2) Lower East Side (Bagins Year 2) Contributed (Bagins Year 2) Lower East Side (Bagins Year 2) Contributed (Bagins Year 2) Co	Astoria (Beains Year 1)						
S Brocklyn (SBol) (agains' var 2) Lower Ean State (Bagins' var 2) Sundridew (Bagins' var 2) Sundridew (Bagins' var 2) Alternative (ER') (Bagins' var 2) Fan Growth Astrice (Bagins' var 2) Rockawa (Bagins' var 2) Sundridew (Bagins' var 2) Rockawa (Bagins' var 2) Sundridew (Bagins' var 2) Sundridew (Bagins' var 2) Alternative (Bagins' var 2) Control & Expense Increases Cpi Cpi Cost Inflation Fal & in fal in cost inflation Fal & in fal in cost inflation Fal & in fal in cost in	Rockaway (Begins Year 1)						
Lower East State (Pagins Year 2) Soundway (Bapris Year 2) Alternative (ERF) (Bapris Year 2) Alternative (ERF) (Bapris Year 2) Alternative (ERF) (Bapris Year 1) Rochaway (Bapris Year 1) S Boodlyn (Bapris Year 1) S Boodlyn (Bapris Year 2) Lower East State (Bapris Year 2) Lower East State (Bapris Year 2) Cost Inflation Reverse Growth - Other Creat van Growth - Other Reverse Growth - Other Creat van Growth - Other Creat	S Brooklyn (Begins Year 1)						
Luwer East Stefe (Begins Year 2) Sundrivew (ERPh / Begins Year 2) Alternative (ERPh / Begins Year 1) Astoria (Begins Year 1) S Brooklyn (Begins Year 1) S Brooklyn (Begins Year 1) S Brooklyn (Begins Year 2) Sundrivew (Begins Year 2)	S Brooklyn (SBGI) (Begins Year 1)						
Soundview (Begins' Year 2) Allemative (ERF) (Begins' Year 1) Astroid (Begins' Year 1) Astroid (Begins' Year 1) S Brocklyn (Begins' Year 1) S Brocklyn (Begins' Year 2) S Brocklyn (Begins' Year 2) Soundview (Begins' Year 2) Allemative (ERF) (Begins' Year 2) Cost Inflation Favenue Growth CPI CPI Cost Inflation Labor cost growthindation. Marine Operations Expanse assumptions Crew wages as a 's' of revenue Yessel Requirements Astroid - 140 pax boat capacity Astroid - 140 pax boat capacity Rockleway - 140 pax boat capacity Rockleway - 140 pax boat capacity South Brooklyn (BSIG) - 140 pax boat capacity	Lower East Side (Begins Year 2)						
Alternative (ERF) (Begins Year 1) Astria (Begins Year 1) Rockway (Begins Year 1) S Brookly (Begins Year 2) Soundview (Begins Year 2) Sound Brookly (Begins Year 2) Cast Inflation Receive of growth color and the sound an	Soundview (Begins Year 2)						
Antoria (Begins Year 1) Antoria (Begins Year 1) S Brocklyn (Begins Year 2) S Brocklyn (Begins Year 2) S Brocklyn (Begins Year 2) Lower East Stole (Begins Year 2) Controlled (Begins Year 2) Alternative (EFF) (Begins Year 2) Cost Inflation Fuel & oil cost Inflation Labor cost growthindation - Marine Operations Expense assumptions Cew vages as a 'se' revenue Cew cas as a 'se' revenue Cew cas as a 'se' revenue Cew cas as a 'se' revenue Cew vages as a 'se' revenue Cew cas as 'se' as 'se' revenue Cew cas as 'se' as 'se' revenue Cew cas as 'se' as	Alternative (ERF) (Begins Year 2)						
Astrica (Begins Year 1) Rockaway (Begins Year 2) S Brooklyn (Begins Year 2) S Brooklyn (Begins Year 2) Sundview (Begins Year 2) Soundview (Begins Year 2) Soundview (Begins Year 2) Alternative (ERF) (Begins Year 2) Alternative (ERF) (Begins Year 2) Cortes frevenue Growth Other Inflation & Expenses Increases CPI Labor cost growthinflation Labor cost growthinflation Labor cost growthinflation Fiel & Oil cost Inflation Fiel & Oil cost Inflation Fiel & Oil Cost Inflation Covew language as a % of revenue Wessel Requirements Sund Brooklyn (SBSC) - 400 pax boat capacity Addres - 400 pax boat capacity Addres - 400 pax boat capacity South Brooklyn (SBSC) - 440 pax boat capacity Lower East Side - 440 pax boat capacity South Brooklyn (SBSC) - 440 pax boat capacity South Brooklyn (SBSC) - 440 pax boat capacity South Brooklyn (SBSC) - 450 pax boat capa	Fare Growth						
Racciaway (Begins Year 1) S Brooklyn (Begins Year 2) S Brooklyn (Begins Year 2) Lower East Side (Begins Year 2) Allernative (EFF) (Begins Year 2) Cast Inflation Labor cost growthindation - Marine Operations Cpr A. Expense increases Cpr A. Expense increases Crew wages as a % of revenue Crew wages as a % of revenue Cost session (Begins Year 2) Astoria - 440 pax boat capacity Astoria - 440 pax boat capacity South Brooklyn (SBG) - 440 pax boat capacity South	Astoria (Begins Year 1)						
S Brocklyn (Begins Year 1) S Brocklyn (Begins Year 2) Lower East Sicle (Begins Year 2) Alternative (BEF) (Begins Year 2) Alternative (BEF) (Begins Year 2) Corcession Growth Revenue Growth - Other Inflation & Expense Increases CPI Cost Inflation Labor cost growthinflation - Marine Operations Labor cost growthinflation - Marine Operations Lebranes assumptions Crew vages as a % of revenue Vessel Requirement Vessel Requirement Vessel Requirement Vessel Requirement Astria - 400 pas boat capacity Astria - 400 pas boat capacity South Brooklyn & S861 - 149 pas boat capacity South Brooklyn & S861 - 149 pas boat capacity South Brooklyn & S861 - 440 pas boat capacity	Rockaway (Begins Year 1)						
S Brocklyn (SBGI) (Begin's Year 2) Lower East Side (Begin's Year 2) Alternative (EFF) (Begin's Year 2) Cast Infiation Cpin & Expense Increases Cpin & Infiation Labor coast growthinfiation - Marine Operations Expense assumptions Criew vages as a % of revenue Vassal Requirements Criew vages as a % of revenue Vassal Requirements Astoria - 400 pax boat capacity Astoria - 400 pax boat capacity South Brooklyn & SBGI - 400 pax boat capacity	S Brooklyn (Begins Year 1)						
Lower East Side (Begrix Year 2) Soundview (Bept (Begrix Year 2) Alternative (EEF) (Begrix Year 2) Other Revenue Growth - Other Intakion & Expense increases Opt Corcession Growth Revenue Growth - Other Intakion & Expense increases Opt Cost Inflation Labor cost growth/inflation - Marine Operations Labor cost growth/inflation - Marine Operations Cove wages as a % of revenue Vessel Requirements Astria - 140 pax boat capacity Astria - 140 pax boat capacity Rockeway - 140 pax boat capacity South Bookyn & SBG1 - 140 pax boat capacity South Bookyn & SBG1 - 140 pax boat capacity South Bookyn & SBG1 - 140 pax boat capacity South Bookyn & SBG1 - 140 pax boat capacity South Bookyn & SBG1 - 400 pax boat capacity	S Brooklyn (SBGI) (Begins Year 1)						
Soundview (Begins Year 2) Alternative (ERF) (Begins Year 2) Alternative (ERF) (Begins Year 2) Cost Inflation Fuel & oil co	Lower East Side (Begins Year 2)						
Alternative (ERF) (Begris Year 2) Other Revenue Growth - Other Revenue Growth - Other Inflation & Expense Interesses Cost Inflation Expense assumptions Labor cost growth/inflation - Marine Operations Expense assumptions Crew wages as a % of revenue Astoria - 400 pax boat capacity Astoria - 400 pax boat capacity Rockaway - 400 pax boat capacity South Brooklyn & SBG1 - 409 pax boat capacity South Brooklyn (SBG) - 409 pax boat capacity South Brooklyn (SBG) - 409 pax boat capacity Lower East Side - 400 pax boat capacity South Brooklyn (SBG) - 409 pax boat capacity Lower East Side - 400 pax boat capacity South Brooklyn (SBG) - 400 pax boat capacity South Brooklyn (SBG) - 400 pax boat capacity South Brooklyn (SBG) - 400 pax boat capacity Lower East Side - 400 pax boat capacity South Brooklyn (SBG) - 400 pax boat capacity So	Soundview (Begins Year 2)						
Concession Conwith Concession Conwith Contession Conwith CPI Cest Inflation Fuel & oil cost inflation Labor cost growth Inflation - Marine Operations Expense assumptions Crew wages as a % of revenue Vessel Requirements Astoria - 149 pax boat capacity Astoria - 149 pax boat capacity Astoria - 149 pax boat capacity Astoria - 140 pax boat capacity South Brooklyn (SSG) - 140 pax boat capacity South Brooklyn (SSG) - 400 pax boa	Alternative (ERT-) (Begins Year 2)						
Revenue Growth - Other Inflation & Expense increases CPI Cost Inflation Fuel & oil cost Inflatio	Consoning Crowth						
Inflation & Expense increases Cost Inflation Fuel & oil cost Inflation Labor cost growth/inflation - Marine Operations Expense assumptions Crew ruages as a "% of reverue Vessel Requirements Astoria - 149 pax boat capacity South Brooklyn & SBG1 - 400 pax boat capacity South Brooklyn & SBG1 - 400 pax boat capacity South Brooklyn & SBG1 - 400 pax boat capacity South Brooklyn (SBG) - 400 pax boat capacity South Brooklyn	Revenue Growth - Other						
Cest Inflation Fuel & oil cost Inflation Labor cost growth inflation - Marine Operations Expense assumptions Crew wages as a % of revenue Vessel Requirements Astoria - 149 pax boat capacity Astoria - 400 pax boat capacity Rockaway - 149 pax boat capacity Rockaway - 149 pax boat capacity South Brooklyn & SBG1 - 149 pax boat capacity South Brooklyn (SBG1) - 400 pax boat capacity South Brooklyn (SBG1) - 400 pax boat capacity Lower East Side - 400 pax boat capacity Lower East Side - 4100 pax boat capacity South Brooklyn (SBG1) - 440 pax boat capacity Lower East Side - 400 pax boat capacity Southview - 149 pax boat capacity Alternative (ERF) - 149 pax boat capacity Alternative (ERF) - 149 pax boat capacity Spare Vessel - 140 pax boat capacity Spare Vessel - 140 pax boat capacity Spare Vessel - 140 pax boat capacity Capacity - Boat 3	Inflation & Expense increases						
Cost Inflation Fuel & oil cost Inflation Labor cost growthinflation - Marine Operations Expense assumptions Crew wages as a "s' of revenue Assorl Requirements Astoria - 140 pax boat capacity Astoria - 140 pax boat capacity Rockaway - 140 pax boat capacity Rockaway - 140 pax boat capacity South Brooklyn (SBG) - 400 pax boat capacity Lower East Side - 400 pax boat capacity Lower East Side - 400 pax boat capacity Soundview - 400 pax boat capacity Soundview - 100 pax boat capacity Alternative (ERF) - 149 pax boat capacity Alternative (ERF) - 149 pax boat capacity Spare Vessel - 400 pax boat capacity Spare Vessel - 400 pax boat capacity Capacity - Boat 1 Capacity - Boat 3 Capacity - Boat 4	CPI						
Expense assumptions Expense assumptions Crew wages as a % of revenue Vessel Requirements Astoria - 149 pax boat capacity South Brooklyn & SBGI - 149 pax boat capacity South Brooklyn (SBGI) - 149 pax boat capacity South Brooklyn (SBGI) - 400 pax boat capacity	Cost Inflation						
Labor cost growth/infalion - Marine Operations Expense assumptions Crew wages as a % of revenue Vessel Requirements Astoria - 149 pax boat capacity Astoria - 400 pax boat capacity Rockaway - 149 pax boat capacity South Brooklyn (SBG) - 149 pax boat capacity South Brooklyn (SBG) - 140 pax boat capacity South Brooklyn (SBG) - 400 pax boat capacity Lower East Side - 400 pax boat capacity Soundview - 109 pax boat capacity Soundview - 109 pax boat capacity Alternative (ERF) - 149 pax boat capacity Alternative (ERF) - 149 pax boat capacity Spare Vessel - 400 pax boat capacity Spare Vessel - 400 pax boat capacity Spare Vessel - 400 pax boat capacity Capacity - Boat 1 Capacity - Boat 3 Capacity - Boat 3 Capacity - Boat 3 Capacity - Boat 3 Capacity - Boat 4	Fuel & oil cost inflation						
Crew wages as a "8" of revenue Vessel Requirements Astoria - 149 pax boat capacity Astoria - 149 pax boat capacity Astoria - 149 pax boat capacity Rockaway - 149 pax boat capacity Rockaway - 149 pax boat capacity South Brooklyn & SBG1 - 409 pax boat capacity South Brooklyn & SBG1 - 409 pax boat capacity South Brooklyn (SBG1) - 400 pax boat capacity South Brooklyn (SBG1) - 400 pax boat capacity Lower East Side - 400 pax boat capacity Lower East Side - 400 pax boat capacity Sourdview - 449 pax boat capacity Alternative (ERF) - 149 pax boat capacity Alternative (ERF) - 400 pax boat capacity Spare Vessel - 400 pax boat capacity Spare Vessel - 400 pax boat capacity Spare Vessel - 400 pax boat capacity Capacity - Boat 1 Capacity - Boat 1 Capacity - Boat 3	Labor cost growth/inflation - Marine Operations						
Crew vages as a % of revenue Vessel Requirements Astoria - 149 pax boat capacity Astoria - 100 pax boat capacity Rockaway - 149 pax boat capacity Rockaway - 149 pax boat capacity South Brooklyn (SBG1 - 149 pax boat capacity South Brooklyn (SBG1 - 400 pax boat capacity South Brooklyn (SBG1 - 400 pax boat capacity South Brooklyn (SBG1 - 400 pax boat capacity Lower East Side - 400 pax boat capacity Soundview - 149 pax boat capacity Soundview - 149 pax boat capacity Soundview - 149 pax boat capacity Alternative (ERF) - 149 pax boat capacity Alternative (ERF) - 149 pax boat capacity Spare Vessel - 140 pax boat capacity Spare Vessel - 400 pax boat capacity Capacity - Boat 1 Capacity - Boat 3	Expense assumptions						
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Rockaway - 149 pax boat capacity Rockaway - 400 pax boat capacity South Brooklyn & SBG - 149 pax boat capacity South Brooklyn & SBG - 400 pax boat capacity South Brooklyn (SBG) - 490 pax boat capacity South Brooklyn (SBG) - 400 pax boat capacity Lower East Stde - 400 pax boat capacity Lower East Stde - 400 pax boat capacity Soundview - 400 pax boat capacity Soundview - 400 pax boat capacity Soundview - 400 pax boat capacity Spare Vessel - 400 pax boat capacity Spare Vessel - 400 pax boat capacity Spare Vessel - 400 pax boat capacity Capacity - Boat 1 Capacity - Boat 1 Capacity - Boat 3	Astoria - 400 pax boat capacity						
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Spare Vessel - 1400 pax boat capacity Spare Vessel - 400 pax boat capacity Capacity Capacity - Boat 1 Capacity - Boat 2 Capacity - Boat 3 Capacity - Boat 3 Capacity - Boat 3 Capacity - Boat 4 Capacity - Boat 5 Capacity - Boat 6	Alternative (ERF) - 400 pay boat capacity						
Spaire Vessel - 140 pax boat capacity Spaire Vessel - 400 pax boat capacity Capacity - C	Alternative (ERT) - 400 pax total capacity						
Spiar vesser - 400 pax boat capacity Capacity Capacity - Boat 1 Capacity - Boat 2 Capacity - Boat 3 Capacity - Boat 3 Capacity - Boat 3	Spare Vessel - 149 pax boat capacity						
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Capacity - Boat 1 Capacity - Boat 2 Capacity - Boat 3 Capacity - Boat 3 Capacity - Boat 3	Capacity						
Capacity - Boat 2 Capacity - Boat 3 Capacity - Boat 3	Capacity - Boat 1						
Capacity - Boat 3 Capacity - Boat 4	Capacity - Boat 2						
Capacity - Boat 4	Capacity - Boat 3						
	Capacity - Boat 4						





RFP - Citywide Ferry System Satisfy Our Guests | Respect Our Planet







RFP - Citywide Ferry System Satisfy Our Guests | Respect Our Planet

Personal Property and Supplies Improvements Expenses. Working Capital Organic S.	FORMATION AND START-UP COSTS			Personal	Flatified Asset Acquisition	quisinon	ı		Ciner	Total
Consistant and legal fees Cognizational Cost Cognizational Cognization Cogniza	scription	NPC Type	Estimated Amount	Property owned by Affiliates P						ganizational Cost
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in manisma control systems of the property in manisma (a) with development of the control of the	ew employee hiring, orientation, training	Start-up Expenses					 			
san valeing A devid development stand of Expenses Stand up Expense Stand up Expens	udio/multi-media/educational/interpretive programs	Start-up Expenses								
To gland indevelopment, and processes Stand-up Exponents Personal Property Personal Proper	re-service marketing & web development	Start-up Expenses								
Start du Brunnanis Austrachib development Start du Expenses Start	egal, corporate, technical & other contingencies	Start-up Expenses								
EXPENDITURES EXPENDITURES A Mailator Services A	ost award, plan development expenses dvisorv board, community & partnership development	Start-up Expenses								
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g System Personal Property Pos System Pos S	Signage, banners, multimedia displays Vessel POS	Personal Property Personal Property								
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sks. Personal Property Description of Concession Personal Property Personal Property Personal Property Personal Property St. Personal Property Personal Property Personal Property Personal Property Personal Property St. Start-up, NFC and Affiliate Capital Expenditures \$ 1,189,000 \$. \$. \$. \$. \$. \$. \$. \$. \$.	vesser POS Ticketing System und View	Personal Property								
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	tal expenditures ganization, Start-up, NFC and Affiliate Capital Expenditures		1.		1,169,000		' '	· • • • •		
935	tal Working Canital							,		
alue of Asset's Leased from or Provided by Others	tal Working Capital tal Capital Required over Term of Concession		\$					S	\$	





Citywide Ferry System Revenue Assumptions

Asional Passongar Counts Routes Asional Rocleaway S Brooklyn S Brooklyn S Brooklyn S Brooklyn Alternate (ERF)	Ridership Growth Assumptions Routes Astoria Rockney Strockyn Stroc	Lower Less Sure Soundview Alternate (ERF) Average rips per month / year Astoria Rockaway S Brooklyn (SBGI) Lower East Side Soundview Alternate (ERF)	Average trips per day Average trips per day Astoria Rockaway S Brocklyn (Sddd) Lewer Earl Sddd)	Location 1 Location 1 Number of Vessels Average this per day Astoria Rockway S Brookyn S B	Astoria Astoria Astoria Rocieway S Brooklyn All ernate (ERF)	Average Days of Operation per Year
69,703 7,505 16,398 16,655 58,549 24,519 53,999	0.0% 0.0% 0.0% 0.0% 0.0%	34.2 34.2 42.3 1.270 546 504 220 220 220 220 210	26.8 41.0 26.8 36.9 35.5	3.0 3.0 3.0 3.0	222233	Month 1
54,553 5,874 12,834 13,035 45,823 19,190 42,262	0.0% 0.0% 0.0% 0.0% 0.0% 0.0%		26.8 41.0 26.8 36.9 35.6	3.0 2.0 3.0 3.0 3.0 3.0 3.0	28 28 28 28 28 28	Month 12
94,099 10,132 22,137 22,484 79,041 33,101 72,899	0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	_	30.0 49.0 30.0 42.2 42.2	3.0 4.0 2.0 3.0 3.0 3.0	3 3 3 3 3 3 3	Month 3
146,933 15,820 34,566 35,108 123,419 51,686 113,829	0.0% 0.0% 0.0% 0.0% 0.0%	1,560 60.7 1,560 600 400 400 400 400 400 400	30.0 52.0 30.0 45.3	3.0 2.0 3.0 3.0 3.0 3.0	30 30 30	Month 4
179,445 19,321 42,215 42,876 150,729 63,123 139,017	0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	54.6 468.6 61.9 1,636 660 616 616 360 930 220 2440	30.0 52.8 30.0 45.7 45.7	3.0 4.0 2.0 3.0 3.0 3.0	3 3 3 3 3 3 3	Month 5
184,447 19,859 43,391 44,071 154,930 64,883 142,892	0.0% 0.0% 0.0% 0.0% 0.0%	_	30.0 53.2 30.0 45.9 45.9	3.0 4.0 2.0 3.0 3.0 3.0	3333333	Month 6
207,581 22,350 48,834 49,599 174,362 73,021 160,814	0.0% 0.0% 0.0% 0.0% 0.0%	1,618 630 588 460 1,618 630 588 400 930 210 420	30.0 52.2 30.0 45.4 45.4	3.0 4.0 3.0 3.0 3.0	3 3 3 3 3 3 3	Month 7
222,587 23,966 52,364 53,185 186,967 78,299 172,439	0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	47.0 47.0 62.8 62.8 1,654 690 644 320 230 230 460	30.0 53.4 45.9 45.9	3.0 2.0 3.0 3.0 3.0 3.0	3 3 3 3 3 3	Month 8
178,976 19,270 42,104 42,764 150,335 62,959 138,654	0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	1,460 600 57.3 1,460 600 560 300 300 400	30.0 48.7 30.0 42.0 42.0	3.0 4.0 2.0 3.0 3.0 3.0	30 30 30 30	Month 9
151,935 16,359 35,743 36,303 127,621 53,446 117,704	0.0% 0.0% 0.0% 0.0% 0.0%	,	30.0 48.1 30.0 41.6 41.6	3.0 3.0 3.0 3.0 3.0	3 3 3 3 3 3 3	Month 10
146,776 15,803 34,529 35,070 123,288 51,631 113,708	0.0% 0.0% 0.0% 0.0% 0.0%	,	27.0 41.6 27.0 37.4	3.0 3.0 3.0 3.0 3.0	333333	Month 11
65,025 7,001 15,297 15,537 54,619 22,874 50,376	0.0% 0.0% 0.0% 0.0%		26.8 41.0 26.8 36.9 35.5	3.0 4.0 2.0 3.0 3.0 3.0	3 3 3 3 3 3 3	Month 12
1,702,061 183,260 400,411 406,687 1,429,681 598,734 1,318,596	0.0% 0.0% 0.0% 0.0% 0.0%	3.5 3.5 4.5 4.5 600 558 881 297 209 418	2.4 3.5 3.5 4.1	3.0 3.0 3.0 3.0 3.0	365 365 365 365 365 365	Year1
1,753,123 188,758 412,424 418,888 1,429,681 598,734 1,318,596	3.0% 3.0% 3.0% 0.0% 0.0%		4.3.3.5.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.	3.0 3.0 3.0 3.0 3.0	365 365 365 365 365 365	Year 2
1,810,748 194,963 425,980 432,657 1,476,675 618,414 1,361,937	3.0% 3.0% 3.0% 3.0% 3.0% 3.0%	ھو	4 3 3 2 4 4 4 4 3 5 5 4 4 4	3.0 3.0 3.0 3.0	365 365 365 365 365 365	Year 3
1,865,070 3 200,811 0 438,759 445,636 5 1,520,975 636,967 1,402,795	% 3.0% % 3.0% % 3.0% % 3.0% % 3.0%	<u></u>	2.4.0 3.5.5 3.5.4.0	3.0 3.0 3.0 3.0 3.0	365 365 365 365 365 365 365	Year 4
1,921,022 206,836 451,922 459,005 1,566,604 656,076 1,444,879	3.0% % 3.0% % 3.0% % 3.0% % 3.0% % 3.0%	- - -	2 4 2 8 8 4 4 0 4 6 6 2	3.0 3.0 3.0 3.0	365 365 365 365 365	Year 5





Citywide Ferry System Revenue Assumptions

	Month 1	Month 1 Month 12	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11 Month 12	Month 12	Year 1	Year 2	Year 3	Year 4	Year 5
Fare Growth Assumptions																	
Routes	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Astoria	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Rockaway	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
S Brooklyn	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
S Brooklyn (SBGI)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Lower East Side	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Soundview	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Alternate (ERF)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Food & Beverage	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	3.0%	3.0%	3.0%
Revenue (Other Growth)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	3.0%	3.0%	3.09
Average Ticket Price Assumptions																	
Astoria	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75
Rockaway	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75
S. Brooklyn	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75
S. Brooklyn (SBGI)	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75
Lower East Side	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75
Soundview	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75
	37.00	27.03	\$3 7s	\$2.75	27 C\$	\$2 75	42 ZA	45 ZA	27 C\$	27 C\$	\$2.75	\$5.75	\$2.75	\$2.75	\$2 75	27 C\$	\$2.75





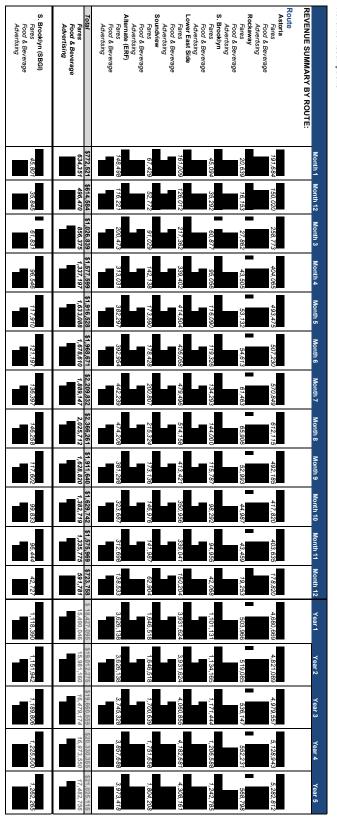
Citywide Ferry System

Advertising Revenue Astoria Rockaway S. Brooklyn S. Brooklyn (SBGI) Lower East Side Soundview Alternate (ERF) ERF	Revenue per passenger Lower East Side Revenue per passenger Soundwiew Revenue per passenger Alternate (ERF) Revenue per passenger	Concession Revenue Astoria Astoria Revenue perpassenger Rockaway Revenue perpassenger S. Brooklyn (SRGI) S. Brooklyn (SRGI) S. Brooklyn (SRGI)	Number of passengers Revenue per passengers Revenue per passenger Alternate (ERF) Number of passengers Revenue per passengers	Revenue per passenger S. Brooklyn (SBGI) Number of passengers Revenue per passenger Lower East Side	Fare Revenue Astoria Number of passengers Revenue per passengers Rockaway Number of passengers Revenue per passengers Revenue per passenger S. Brocklyn Number of passengers	REVENUE SUMMARY:
F nue	ssenger ssenger ssenger ssenger	senger ssenger ssenger	seriger ssenger engers ssenger	ssenger) engers ssenger	sengers senger engers senger	ARY:
			\$ 67,429 \$ 2.75 \$148,498 \$2.75	\$2.75 \$ 45,801 \$2.75 \$161,009	\$191,684 \$2.75 \$ 20,639 \$ 25.75 \$ 45,094	Mont
			₩ ₩	€ €	6 6 9	Month 1 Month 12
		FFE	↔ ↔	↔ ↔	& & &	
			91,029 \$2.75 \$2.75 \$2.75 \$2.75	\$2.75 61,831 \$2.75 \$2.75 \$2.75 \$2.75	\$2.75 27,862 \$2.75 \$2.75 \$2.75 \$0,877 \$	Month 3
			\$2.75 142,138 \$2.76 313,031 \$2.75	33 _ 6	\$2.75 \$2.75 43,505 \$2.75	Month 4
			\$ 173,590 \$ 173,590 \$2.75 \$ 382,297 \$2.75	\$2.75 \$ 117,910 \$ 22.75 \$ 414,504	\$ 493,475 \$2.75 \$ 53,132 \$ 116,090	Month 5
			φ φ • • •	\$ \$ 4	6 6 6	Month 6
			6 6	es es	\$ \$ \$	
	::::		\$2.75 \$2.75 \$2.75 \$2.75	\$2.75 136,397 \$2.75 \$2.75 479,496 \$	\$2.75 61,463 \$2.75 134,293 \$	Month 7
			\$2.75 215,324 \$2.75 474,208 \$2.75	\$2.75 146,258 \$2.75 514,158	\$2.75 65,906 \$2.75 144,000	Month 8
			\$ 173,136 \$ 173,136 \$2.75 \$ 381,298 \$2.75	\$2.75 \$ 117,602 \$ 2.75 \$ 413,421	\$ 492,185 \$2.75 \$ 52,993 \$ 115,787	Month 9
			\$ \$ 31	σ σ	* * * * * * * * * * * * * * * * * * *	Month 10
			₩ ₩	↔ ↔	\$ \$ \$	
	• : • :		\$2.75 \$12,698 \$2.75		\$2.75 43,459 \$2.75 43,459 \$2.75 94,955 \$	Month 11 Mi
			\$ 62,904 \$ \$ 2.75 \$ \$ 138,533 \$ \$ 2.75		\$178,820 \$ \$2.75 \$ 19,253 \$ \$2.75 \$ 42,068 \$	Month 12
			1,646,518 \$2.75 3,626,138 \$2.75	\$2.76 \$ 1,118,390 \$ 2.75 \$ 3,931,624	\$2.75 \$03,966 \$2.75 \$ 503,966 \$2.75	Year 1
			\$ 3,6;	\$2.75 \$ 1,151,942 \$ \$2.75 \$ \$2.75 \$ 3,931,624		Year 2
			\$2.75 \$2.75 \$2.75 \$2.75	2.75 ,942 \$ 1 2.75 2.75 4	\$21,089 \$ 4 \$2.75 \$19,085 \$ \$134,165 \$ 1	
			\$ 1,700,639 \$2.75 \$ 3,745,328 \$ 2.75	\$2.75 \$ 1,189,806 \$2.75 \$ 4,060,855	\$ 4,979,557 \$2.75 \$ 536,147 \$2.75 \$ 1,171,444	Year 3
			\$ 1,751,658 \$ 1,751,658 \$ 3,857,688 \$ 22.75	\$2.75 \$ 1,225,500 \$ 2.75 \$ 4,182,681	\$ 5,128,943 \$2.75 \$ 552,231 \$2.75 \$ 552,231 \$2.75 \$ 1,206,588	Year 4
	***		\$ 3,9	\$2.75 00 \$ 1,262,265 5 \$2.75 31 \$ 4,308,161	\$ 5,282,812 \$ \$2.75 5 \$ 568,798 \$ \$ \$2.75 \$ 568,798 \$ \$ 52.75 \$ \$ 58,798	Year 5
			\$2.75 \$2.75 \$2.75 \$73,418	\$2.75 2,265 2,265 \$2.75 3,161	\$2.75 568,798 \$2.75 1,242,785	5





Citywide Ferry System Revenue Assumptions





		Winter	at 1	Boatz	Boat 3	00014	Total	Shoulder Boat 1	9 -	Post 3	Boat 4	Total	Boat 1	Boat 2	Boat 3	Total 4				Winter Boat 1	Boat 2	Boat 3	Boat 4	Total	Shoulder	at 1	Boat 2	Boat 3	at 4	Total	Summer Boat 1	Boat 2	Boat 3	Boat 4	Total
	Depart		9.0	9.0	3 4.0	2	25.0	11.0	100	40	4.0	29.0	11.0	10.0	4.0	3 4	Total Nu	Depart		8.0	7.0	0.0	0.0	15.0		8.0	7.0	0.0	0.0	15.0	8.0	7.0	0.0	0.0	15.0
Weekdays	Return		9.0	0.6	3 4	2 6	25.0	11.0	100	400	4.0	29.0	11.0	10.0	4.0	3 4	Number of Daily Trips Weekdays	Return	Rockaway	8.0	7.0	0.0	0.0	15.0		8.0	7.0	0.0	0.0	15.0	8.0	7.0	0.0	0.0	15.0
-	Total		18.0	18.0	8.0	3 0	50.0	22.0	20.00	8.0	8.0	58.0	22.0	20.0	0.0	3 0	rips	Total		16.0	14.0	0.0	0.0	30.0		16.0	14.0	0.0	0.0	30.0	16.0	14.0	0.0	0.0	30.0
	Depart		4.0	2.0	3 4	5 6	13.0	4	2 4	4 6	4.0	15.0	4.0	3.0	4.0	4	Number	Depart			3.0	0.0	0.0	5.0		2.0	3.0	0.0	0.0	5.0	2.0	3.0	0.0	0.0	5.0
Weekdays	Return		4.0	2.0	2 4 0 0		13.0	4.0	a 4	4 0	4.0	15.0	4.0	3.0	4.6	100	Number of Peak Hour Trips Weekdays	Return	Rockaway	2.0	3.0	0.0	0.0	5.0		2.0	3.0	0.0	0.0	5.0	2.0	3.0	0.0	0.0	5.0
	Total		8.0	4.0	8.0	200	26.0	88 io	B 0	800	8.0	30.0	8.0	6.0	8.0	300	rips	Total		4.0	6.0	0.0	0.0	10.0		4.0	6.0	0.0	0.0	10.0	4.0	6.0	0.0	0.0	10.0
	Depart	:	5.0	1.0	0.0	600	12.0	7.0	7.0	0 .	0.0	14.0	7.0	7.0	0.0		Number	Depart			4.0	0.0	0.0	10.0		6.0	4.0	0.0	0.0	10.0	6.0	4.0	0.0	0.0	10.0
Weekdays	Return		5.0	1.0	0.0	0	12.0	7.0	7.0	0 :	0.0	14.0	7.0	7.0	0.0		Number of Off-Peak Hour Trips Weekdays	Return	Rockaway	6.0	4.0	0.0	0.0	10.0		6.0	4.0	0.0	0.0	10.0	6.0	4.0	0.0	0.0	10.0
-	Total		10.0	14.0	0.0	2	24.0	14.0	1 1	0.0	0.0	28.0	14.0	14.0	0.0	3 0	r Trips	Total		12.0	8.0	0.0	0.0	20.0		12.0	8.0	0.0	0.0	20.0	12.0	8.0	0.0	0.0	20.0
Wee	Depart		6.0	5.0	0.0		11.0	8.0	7.0	0.0	0.0	15.0	10.0	10.0	0.0	3	Total N	Depart			5.0	0.0	0.0	10.0		8.0	7.0	0.0	0.0	15.0	8.0	7.0	0.0	0.0	15.0
Weekends/Holidays	Return		6.0	5.0	0.0		11.0	8 0	70	0 6	0.0	15.0	10.0	10.0	0.0	3	Total Number of Daily Trips Weekends/Holidays	Return	Rockaway	5.0	5.0	0.0	0.0	10.0		8.0	7.0	0.0	0.0	15.0	8.0	7.0	0.0	0.0	15.0
-	Total		12.0	0.0	0.0	3 0.0	22.0	16.0	1 0	0 1	0.0	30.0	20.0	20.0	0.0	6.0	rips	Total		10.0	10.0	0.0	0.0	20.0		16.0	14.0	0.0	0.0	30.0	16.0	14.0	0.0	0.0	30.0

		Weekdays			Progradyo			Weekudys	:		Programanionaya	:
	Depart	South Brooklyn	otal	Depart	th Brooklyn	otal	Depart	th Brooklyn	otal	Depart	Return	otal
linter	oun	пвгоокіун		Sout	South Brooklyn		ouu	South Brooklyn		Soul	South Brooklyn	
Boat 1	10.0	10.0	20.0	4.0	4.0	8.0	6.0	6.0	12.0	11.0	11.0	22.0
Boat 2	9.0	9.0	18.0	5.0	5.0	10.0	4.0	4.0	8.0	0.0	0.0	0.0
Boat 3	3.0	3.0	6.0	3.0	3.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0
Boat 4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	22.0	22.0	44.0	12.0	12.0	24.0	10.0	10.0	20.0	11.0	11.0	22.0
Shoulder Boat 1	10.0	10.0	20.0	4.0	40	8.0	8 0	5 0	12.0	8.0	38 O	16.0
Boat 2	10.0	10.0	20.0	4.0	4.0	8.0	6.0	6.0	12.0	7.0	7.0	14.0
Boat 3	4.0	4.0	8.0	4.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0
Boat 4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	24.0	24.0	48.0	12.0	12.0	24.0	12.0	12.0	24.0	15.0	15.0	30.0
Summer												
Boat 2	10.0	10.0	20.0	4.0	4.0	8.0	0.0	6.0	12.0	10.0	10.0	20.0
Boat 3	4.0	4.0	8.0	4.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0
BORT 4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Ī											
	Total Num W	Number of Daily Trips Weekdays	ips	Number o	Number of Peak Hour Trips Weekdays	ips	Number of	Number of Off-Peak Hour Trips Weekdays	Trips	Total Nur Week	Total Number of Daily Trips Weekends/Holidays	98
	Depart	Return	Total	Depart	Return	Total	Depart	Return	Total	Depart	Return	Total
	South B	South Brooklyn (SBGI)	GI)	South B	South Brooklyn (SBGI)	GI)	South B	South Brooklyn (SBGI)	31)	South B	South Brooklyn (SBGI)	i)
Boat 1	9.0	9.0	18.0	4.0	4.0	8.0	5.0	5.0	10.0	11.0	11.0	22.0
Boat 2	9.0	9.0	18.0	5.0	5.0	10.0	4.0	4.0	8.0	0.0	0.0	0.0
Boat 3	3.0	3.0	6.0	3.0	3.0	6.0	0.0	0.0	0.0	0.0	8.0	0.0
Total	24 0	340	300	100	3 0	34.0	90	90	100	44 0	440	33 0
Shoulder	<u> </u>	3	***	12.0	54	24.0	a č	9:0	ē	:	i	14
Boat 1	10.0	10.0	20.0	4.0	4.0	8.0	6.0	6.0	12.0	8.0	8.0	16.0
Boat 2	10.0	10.0	20.0	4.0	4.0	8.0	6.0	6.0	12.0	7.0	7.0	14.0
Boat 3	0.4.0	0.0	0.8	0.40	0.0	8.0	0.0	0.0	0.0	0.0	8 0	0.0
Total	24.0	24.0	48.0	12.0	12.0	24.0	12.0	12.0	24.0	15.0	15.0	30.0
Summer												
Boat 1	10.0	10.0	20.0	4.0	4.0	8.0	6.0	6.0	12.0	10.0	10.0	20.0
Boat 2	10.0	10.0	20.0	4.0	4.0	8.0	6.0	6.0	12.0	10.0	10.0	20.0
Boat 3	4.0	4.0	0.8	2.0	4 0	8.0	0.0	0.0	0.0	0.0	0.0	0.0
DOG! T	0.0	0.0	0.0	0.0		0.0		0.0	0.0	3		





	Boat 4	Boat 3	Boat 2	Boat 1	Summer	Total	Boat 4	Boat 3	Boat 2	Shoulder Boat 1	Total	Boat 4	Boat 3	Boat 2	Boat 1					Total	Boat 4	Boat 3	Boat 1	Summer	Total	Boat 4	Boat 3	Boat 2	Boat 1	Total	Boat 4	Boat 3	Boat 2	Boat 1				
2	0.0	4.0	10.0	10.0	;	24.0	0.0	4.0	10.0	10.0	20.0	0.0	3.0	8.0	9.0	S	Depart		Total Nu	30.0	0.0	Jn 0	19.0		30.0	0.0	5.0	7.0	18.0	26.0	0.0	4.0	11.0	11.0	Low	Depart	lotal Nu	Total No.
	0.0	4.0	10.0	10.0		24.0	0.0	4.0	10.0	10.0	20.0	0.0	3.0	8.0	9.0	Soundview	Return	Weekdays	Number of Daily Trips	30.0	0.0	50.0	19.0		30.0	0.0	5.0	7.0	18.0	26.0	0.0	4.0	11.0	11.0	er East Side	Return	Veekdays	mhar of Daily T
40 0	0.0	8.0	20.0	20.0	3	48.0	0.0	8.0	20.0	20.0	40.0	0.0	6.0	16.0	18.0		Total		rips	60.0	0.0	10.0	3 .0		60.0	0.0	10.0	14.0	36.0	52.0	0.0	8.0	22.0	22.0		Total	rips	
120	0.0	4.0	4.0	4.0		12.0	0.0	4.0	4.0	4.0	8.0	0.0	2.0	3.0	3.0		Depart		Number	17.0	0.0	50	6.0		17.0	0.0	5.0	6.0	6.0	16.0	0.0	4.0	6.0	6.0	Lov	Depart	Number	Nonethe
120	0.0	4.0	4.0	4.0	;	12.0	0.0	4.0	4.0	4.0	8.0	0.0	2.0	3.0	3.0	Soundview	Return	Weekdays	Number of Peak Hour Trips	17.0	0.0	50	6.0		17.0	0.0	5.0	6.0	6.0	16.0	0.0	4.0	6.0	6.0	ver East Side	Return	Number of Peak Hour Trips Weekdays	of Deal Hour
24.0	0.0	8.0	8.0	8.0	,	24.0	0.0	8.0	8.0	8.0	16.0	0.0	4.0	6.0	6.0		Total		rips	34.0	0.0	10.0	12.0		34.0	0.0	10.0	12.0	12.0	32.0	0.0	8.0	12.0	12.0		Total	rips	
12.0	0.0	0.0	6.0	6.0	3	12.0	0.0	0.0	6.0	6.0	12.0	0.0	1.0	5.0	6.0		Depart		Number o	13.0	0.0	0.0	13.0		13.0	0.0	0.0	1.0	12.0	10.0	0.0	0.0	5.0	5.0		Depart	Number	Manakas
12.0	0.0	0.0	6.0	6.0	,	12.0	0.0	0.0	6.0	6.0	12.0	0.0	1.0	5.0	6.0	Soundview	Return	Weekdays	Number of Off-Peak Hour Trips	13.0	0.0	0 0	13.0		13.0	0.0	0.0	1.0	12.0	10.0	0.0	0.0	5.0	5.0	Lower East Side	Return	Weekdays	Off Prod. Un.
24.0	0.0	0.0	12.0	12.0		24.0	0.0	0.0	12.0	12.0	24.0	0.0	2.0	10.0	12.0		Total		r Trips	26.0	0.0	0.0	26.0		26.0	0.0	0.0	2.0	24.0	20.0	0.0	0.0	10.0	10.0		Total	r Inps	Title
22.0	0.0	0.0	11.0	11.0	:	15.0	0.0	0.0	7.0	8.0	11.0	0.0	0.0	0.0	11.0		Depart	Wes	Total N	21.0	0.0	0.0	21.0		16.0	0.0	0.0	0.0	16.0	11.0	0.0	0.0	0.0	11.0		Depart	Wer	Tatal N
22.0	0.0	0.0	11.0	11.0	:	15.0	0.0	0.0	7.0	8.0	11.0	0.0	0.0	0.0	11.0	Soundview	Return	Weekends/Holidays	Total Number of Daily Trips	21.0	0.0	0.0	21.0		16.0	0.0	0.0	0.0	16.0	11.0	0.0	0.0	0.0	11.0	Lower East Side	Return	Weekends/Holidays	The sale of Paris.
44.0	0.0	0.0	22.0	22.0	3	30.0	0.0	0.0	14.0	16.0	22.0	0.0	0.0	0.0	22.0		Total	5	Trips	42.0	0.0	0.0	42.0		32.0	0.0	0.0	0.0	32.0	22.0	0.0	0.0	0.0	22.0	9	Total	Irips 5	The same of the sa







		Weekdays		,	Weekdays			Weekdays		Week	Weekends/Holidays	
	Depart	Return	Total	Depart	Return	Total	Depart	Return	Total	Depart	Return	Total
		Alternate (ERF)			Alternate (ERF)			Alternate (ERF)			Alternate (ERF)	
Winter												
Boat 1	11.0	11.0	22.0	5.0	5.0	10.0	6.0	6.0	12.0	11.0	11.0	22.0
Boat 2	10.0	10.0	20.0	5.0	5.0	10.0	5.0	5.0	10.0	0.0	0.0	0.0
Boat 3	5.0	5.0	10.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0
Boat 4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	26.0	26.0	52.0	15.0	15.0	30.0	11.0	11.0	22.0	11.0	11.0	22.0
Shoulder												
Boat 1	16.0	16.0	32.0	5.0	5.0	10.0	11.0	11.0	22.0	16.0	16.0	32.0
Boat 2	14.0	14.0	28.0	5.0	5.0	10.0	9.0	9.0	18.0	0.0	0.0	0.0
Boat 3	5.0	5.0	10.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0
Boat 4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	35.0	35.0	70.0	15.0	15.0	30.0	20.0	20.0	40.0	16.0	16.0	32.0
Summer												
Boat 1	15.0	15.0	30.0	4.0	4.0	8.0	11.0	11.0	22.0	11.0	11.0	22.0
Boat 2	15.0	15.0	30.0	4.0	4.0	8.0	11.0	11.0	22.0	10.0	10.0	20.0
Boat 3	5.0	5.0	10.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0
Boat 4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	35.0	350	70.0	130	130	26.0	220	220	440	21 0	210	420



	Daile	Daily House of Occasion	ì	nak Daik	unan of Open	ation	Ou Book Dai		a sading	Daily	and Oppose	
		Weekdays	-		Weekdays			Weekdays		Weel	Weekends/Holidays	
	Depart	Return	Total	Depart	Return	Total	Depart	Return	Total	Depart	Return	Total
		Astoria			Astoria			Astoria			Astoria	
Winter Roat 1	л V	Ji V	10 5	٠ ۵	2	4 7	9	0	л 20	a n	io Tr	7.0
Boat 2	5 12	5.2	10.5	1.2	1.2	Ν.ω	4.1	4.	8.2	2.9	2.9	රා
Boat 3	2.3	2.3	4.7	2.3	2.3	4.7	0.0	0.0	0.0	0.0	0.0	0.0
Boat 4	1.7	1.7	3.5	1.7	1.7	3.5	0.0	0.0	0.0	0.0	0.0	0.0
Total	14.6	14.6	29.2	7.6	7.6	15.2	7.0	7.0	14.0	6.4	6.4	12.8
Shoulder												
Boat 1	6.4	6.4	12.8	2.3	2.3	4./	4.1	4.1	0.5	4./	4./	5.0
Boat 2	o o) (r	11.7	1.7	2.7	4 6	2.4	4 6	0 00	4 0	4.0	0 00
Boat 4	2 :	23	4.7	2 :	2.3	4.7	0.0	0.0	0.0	0.0	0.0	0.0
Total	16.9	16.9	33.8	8.7	8.7	17.5	8.2	8.2	16.3	8.7	8.7	17.5
Summer												
Boat 1	1 50	, g:	12.8	· N	. 23	2.7	. 4.	. 4	0 00	1 01	9 00	11.7
Boat 3	٠ د د	ى ن د	4.7	٠	٠ ت	4 7	0 +	0 :	0.0	0 0	0 0	00
Boat 4	2.3	2.3	4.7	2.3	2.3	4.7	0.0	0.0	0.0	0.0	0.0	0.0
lotal	10.8	16.9	33.8	8.7	8.7	77.5	8.2	8.2	16.3	7.11	7.1.1	23.3
	Daily H	Daily Hours of Operation Weekdays	on	Peak Daily	Peak Daily Hours of Operation Weekdays	ation	Off-Peak Dai	Off-Peak Daily Hours of Operation Weekdays	eration	Daily H Weel	Daily Hours of Operation Weekends/Holidays	on
	Depart	Return	Total	Depart	Return	Total	Depart	Return	Total	Depart	Return	Total
Sindor.		Rockaway			Rockaway			Rockaway			Rockaway	
Boat 1	6.9	6.9	13.9	1.7	1.7	3.5	5.2	5.2	10.4	4.3	4.3	8.7
Boat 2	6.1	6.1	12.1	2.6	2.6	5.2	3.5	3.5	6.9	4.3	4.3	8.7
Boat 3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Boat 4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	13.0	13.0	26.0	4.3	4.3	8.7	8.7	8.7	17.3	8.7	8.7	17.3
Shoulder Boat 1	g (a)	B. 90	13.9	1.7	1.7	ယ	55 N	on N	10.4	o 9	50 50	13.9
Boat 2	6.1	6.1	12.1	2.6	2.6	5.2	3.5	3.5	6.9	6.1	6.1	12.1
Boat 3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Boat 4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	13.0	13.0	26.0	4.3	4.3	8.7	8.7	8.7	17.3	13.0	13.0	26.0
Summer	b o	0	200	1	4	o h	n o	n o	2	0	0	3
Boat 2	5 0.6	n o.	12.9	26.7	25.7	JR 60	3 5	o co	6.4	5 0	n o.	10.9
Boat 3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Boat 4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	13.0	13.0	26.0	4.3	4.3	8.7	8.7	8.7	17.3	13.0	13.0	26.0



Weekendshloldays Weekendshlol	11.1 11.1 11.1 11.1 11.1 11.1 11.1 11.	Daily Hours of Operation Daily Hours of Ope	13.2 13.2 16.0 17.2 5.7 0.0 12.9 17.2 8.6 8.6 8.6 8.6 8.6 8.6 8.6 8.6 8.6	6.6 6.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1.8 1	00000000000000000000000000000000000000		Paik Daily Hours of Operation Paik Daily Hours of Operation Weekdays Weekdays South Brooklyn (SBOI) 2.9 3.6 2.1 2.1 2.1 2.1 2.2 3.6 3.6 3.6 3.6 3.6 3.6 3.6	Depart South South		13.2 13.3 13.3 13.3 13.3 13.3 13.3 13.3	13.2 13.2 13.2 Day H Depart 6.4 6.4 2.1 2.1 7.2 7.2 7.2 7.2 7.2 7.2 7.2 7.2 7.2 7.2	Total Winner Boot 1 Boot 2 Boot 4 Total Boot 4 Total Boot 4 Total Boot 1 Boot 1 Boot 1 Boot 3 Boot 4 Total
5.5 5.5		5.5 0.0	0.0	0.0 0.0	33 33 00	4 4 4 0	0 2 2 2 0 0 2 2	22 22 22 00	11.0 11.0 4.4	5.5 5.5 2.2	5.5 5.5 2.2	Summer Boat 1 Boat 2 Boat 3 Boat 4
4 8 0 0 0	4.4 3.8 0.0 8.2	4.4 3.8 0.0 0.0	6.6 6.6 0.0	3.3 3.3 0.0 6.6		4.4 4.4 4.4 0.0	5 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2.2 2.2 2.2 2.2 6.6	11.0 11.0 4.4 0.0	5.5 5.5 2.2 0.0	3 0 0 0 0	Shoulder Boat 1 Boat 2 Boat 3 Boat 4 Total
	Weekends/Holidays 1 Return	Depart Sou	Total 6.6 4.4 0.0 11.0	Weekdays	Depart Sou 3.3 2.2 0.0 0.0 5.5	Total 4.4 5.5 5.5 3.3 0.0 13.2	Weekdays Weekdays part Return To South Brooklyn 2 2,2 2,7 2,7 2,7 2,7 2,7 1,6 1,6 0,0 6,6 6,6 6,6	2.2 2.7 1.6 0.0 6.6	Total 11.0 9.9 3.3 0.0 24.2	Weekdays Return South Brooklyn 5.5 5.5 6.6 7.6 0.0 1.1 12.1	Depart Return South Brooklyn 5.5 5.5 4.9 4.9 1.6 1.6 0.0 12.1 12.1	Winter Boat 1 Boat 2 Boat 3 Boat 4 Total



Total	Boat 4	Boat 3	Boat 2	D'Ogi	Summer	Total	Boat 4	Boat 3	Boat 2	Shoulder Boat 1	Total	Boat 4	Boat 3	Boat 2	Boat 1	Minto				Total	Boat 4	Boat 3	Boat 2	Summer Boat 1	Total	Boat 4	Boat 3	Boat 2	Shoulder Boat 1	Total	Boat 4	Boat 3	Boat 2	Boat 1	Winter		
14.0	0.0	2.3	5.00		ת מ	14.0	0.0	2.3	5.8	5.8	11.7	0.0	1.8	4.7	5.2		Depart	Daily H		11.5	0.0	1.9	2.3	7.3	11.5	0.0	1.9	2.7	6.9	10.0	0.0	1.5	4.2	4.2	LOW	Depart	, france
14.0	0.0	2.3	5.00	1 0	n o	14.0	0.0	2.3	5.8	55.88	11.7	0.0	1.6	4.7	5.2	oundview	Return	Weekdays		11.0	0.0	1.8	2.2	7.0	11.0	0.0	1.8	2.6	6.6	9.5	0.0	1.5	4.0	4.0	Lower cast olde	Return	Weekdays
28.0	0.0	4.7	7.11		1	28.0	0.0	4.7	11.7	11.7	23.3	0.0	. u	9.3	10.5		Total	on .		22.5	0.0	3.7	4.51	14 60	22.5	0.0	3.7	5.2	13.5	19.5	0.0	3.0	8.2	8.2		Total	
7.0	0.0	2.3	2.3	1 0	ن م	7.0	0.0	2.3	2.3	2.3	4.7	0.0	1.2	1.8	1.8		Depart	Peak Dall		6.5	0.0	1.9	2.3	2 3	6.5	0.0	1.9	2.3	2.3	6.1	0.0	1.5	2.3	2.3	-01	Depart	
7.0	0.0	N C	2	1 0	ა ა	7.0	0.0	2.3	2.3	2.3	4.7	0.0	12	1.8	1.8	Soundview	Return	Weekdays		6.2	0.0	1.8	2.2	22	6.2	0.0	1.8	2.2	22	5.9	0.0	1.5	22	2.2	LOWEL EAST GIVE	Return	Weekdays
14.0	0.0	4.7	4.7	; ;	4 4	14.0	0.0	4.7	4.7	4.7	9.3	0.0	2.3	3.5	3.5		Total	ation		12.8	0.0	3.7	4.5	4. m	12.8	0.0	3.7	4.5	4.5	12.0	0.0	3.0	4.5	4.5		Total	
7.0	0.0	0.0	5		a n	7.0	0.0	0.0	3.5	3.5	7.0	0.0	0.6	2.9	3.5		Depart	Ontreak	200	5.0	0.0	0.0	0.0	5.0	5.0	0.0	0.0	0.4	4.6	3.8	0.0	0.0	1.9	1.9	-01	Depart	
7.0	0.0	0.0	3.5		ω n	7.0	0.0	0.0	3.5	3.5	7.0	0.0	0.6	2.9	3.5	Soundview	Return	Weekdays		4.8	0.0	0.0	0.0	4-	4.8	0.0	0.0	0.4	4.4	3.7	0.0	0.0	1.8	1.8	LOWEL EAST GIVE	Return	Weekdays
14.0	0.0	0.0	1.0	1 :	70	14.0	0.0	0.0	7.0	7.0	14.0	0.0	1.2	5.8	7.0		Total	eration		9.7	0.0	0.0	0.0	9.7	9.7	0.0	0.0	0.7	9.0	7.5	0.0	0.0	3.7	3.7		Total	
12.8	0.0	0.0	6.4	. 4	D	8.7	0.0	0.0	4.1	4.7	6.4	0.0	0.0	0.0	6.4		Depart	Wee		8.0	0.0	0.0	0.0	8.0	6.1	0.0	0.0	0.0	6.1	4.2	0.0	0.0	0.0	4.2	LOV	Depart	Wee
12.8	0.0	0.0	6.4		D	8.7	0.0	0.0	4.1	4.7	6.4	0.0	0.0	0.0	6.4	Soundview	Return	Weekends/Holidays		7.7	0.0	0.0	0.0	7.7	5.9	0.0	0.0	0.0	5.9	4.0	0.0	0.0	0.0	4.0	Fower East olde	Return	Weekends/Holidays
25.7	0.0	0.0	12.8	1 6	3 0	17.5	0.0	0.0	8.2	9.3	12.8	0.0	0.0	0.0	12.8		Total			15.8	0.0	0.0	0.0	15.8	12.0	0.0	0.0	0.0	12.0	8.2	0.0	0.0	0.0	8.2		Total	

	, in	Weekdays	-		Waakdays	-	-	Waskdays		We	Weekends/Holidays	
	Depart	Return	Total	Depart	Return	Total	Depart	Return	Total	Depart	Return	
		Alternate (ERF		Al:	Alternate (ERF)			Alternate (ERF)			Alternate (ERF	
Winter												
Boat 1	5.5	5.5	11.0	2.5	2.5	5.0	2.5	2.5	5.0	5.5	5.5	
Boat 2	5.0	5.0	10.0	2.5	2.5	5.0	2.5	2.5	5.0	0.0	0.0	
Boat 3	2.5	2.5	5.0	2.5	2.5	5.0	0.0	0.0	0.0	0.0	0.0	
Boat 4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total	13.0	13.0	26.0	7.5	7.5	15.0	5.0	5.0	10.0	5.5	5.5	
Shoulder												
Boat 1	8.0	8.0	16.0	2.5	25	5.0	5,5	5.5	11.0	8.0	8.0	
Boat 2	7.0	7.0	14.0	2.5	2.5	5.0	4.5	4.5	9.0	0.0	0.0	
Boat 3	2.5	2.5	5.0	2.5	2.5	5.0	0.0	0.0	0.0	0.0	0.0	
Boat 4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total	17.5	17.5	35.0	7.5	7.5	15.0	10.0	10.0	20.0	8.0	8.0	
Summer												
Boat 1	7.5	7.5	15.0	2.0	2.0	4.0	5.5	5.5	11.0	5.5	5.5	
Boat 2	7.5	7.5	15.0	2.0	2.0	4.0	5.5	5.5	11.0	5.0	5.0	
Boat 3	2.5	2.5	5.0	2.5	2.5	5.0	0.0	0.0	0.0	0.0	0.0	
Boat 4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	17.5	17.5	35.0	6.5	6.5	13.0	11.0	11.0	22.0	10.5	10.5	





S. BROOKL January February February March April May June July August September October November ROCKAWI. January February March April May June June July August Septembe. October No vember ASTORIA January February March April May June June July August Septembe, October November S. BROOK January February March April May June July August Septembe, October No vember Citywide Ferry System Scheduled Boat Service 2,635.50 155.00 139.50 155.00 155.00 139.50 124.00 155.00 155.00 170.50 139.50 480.5 480.5 485.0 480.5 480.5 480.5 480.5 480.5 480 5 480 5 480 5 480 5 480 5 480 5 480 5 480 5 480 5 480 5 480 5 480 5 480 5 480 5 480.5 480.5 480.5 480.5 480.5 480.5 480.5 498.7 622.7 640.0 664.0 664.0 662.0 662.0 660.0 616.0 498.0 299. 270. 300. 310. 310. 310. 288. 288. 578.0 620.0 620.0 620.0 620.0 620.0 630.0 640.0 394.0 394.0 496.0 496.0 496.0 496.0 496.0 496.0 126.0 114.0 168.0 176.0 176.0 176.0 168.0 184.0 160.0 126.0 168.0 176.0 176.0 176.0 176.0 176.0 168.0 168.0 168.0 oat # 3 - 149 Pax 126.0 116.0 160.0 176.0 176.0 176.0 160.0 160.0 126.0 oat # 4 - 149 Pax 551.0 498.0 654.0 680.0 708.0 688.0 712.0 630.0 645.0 551.0 1,144.0 1,034.0 1,308.0 1,360.0 1,416.0 1,476.0 1,408.0 1,424.0 1,424.0 1,280.0 1,122.0 1,144.0 830.0 750.0 930.0 930.0 930.0 930.0 930.0 830.0 830.0 1,270 1,148 1,518 1,560 1,636 1,696 1,618 1,618 1,664 1,460 1,490 1,248 166.0 150.0 166.0 168.0 168.0 164.0 166.0 170.0 160.0 162.0 166.0 166.0 150.0 166.0 168.0 168.0 164.0 166.0 170.0 160.0 164.0 164.0 208.0 208.0 208.0 200.0 212.0 208.0 208.0 208.0 208.0 209.0 283. 256. 193. 129. 154. 161. 138. 170. 183. 280. 283. 277.2 250.8 132.5 67.0 89.2 97.0 74.2 104.2 104.2 125.3 274.5 277.5 88.7 80.5 20 0.0 17.5 28.0 20 33.0 0.0 90.5 88.7 120.4 108.9 120.4 1114.7 126.1 126.1 120.4 131.9 1114.7 1114.7 1120.4 92.4 83.6 92.4 96.8 96.8 96.8 101.2 88.0 92.4 92.4 72.8 72.8 72.8 72.8 72.8 72.8 98.0 98.7 98.0 93.3 102.7 102.7 98.0 107.3 93.3 98.0 98.0 3oat # 1 - 149 pax 218.4 197.6 218.4 208.0 228.8 228.8 218.4 239.2 208.0 218.4 218.4 150.5 136.5 172.0 189.2 189.2 189.2 197.8 177.0 177.0 150.5 138.6 138.6 138.6 138.6 138.6 138.6 138.6 122.5 110.8 171.5 163.3 179.7 179.7 179.7 179.8 183.3 183.3 122.5 oat # 1 - 149 pax 157.7 141.9 114.7 143.3 129.0 114.7 143.3 114.7 114.7 114.7 114.7 141.9 121.0 108.9 88.0 110.0 99.0 88.0 110.0 88.0 96.8 108.9 86.7 78.0 138.7 138.7 124.8 110.9 138.7 110.9 138.7 152.5 78.0 70.0 83.0 93.3 116.7 105.0 93.3 116.7 83.3 102.7 63.0 150.5 136.2 120.4 114.7 126.1 120.4 131.9 114.7 150.5 115.5 104.5 92.4 88.0 96.8 96.8 96.8 92.4 101.2 88.0 115.5 109.2 98.8 109.2 104.0 1114.4 1114.4 119.6 119.6 1109.2 49.0 44.3 73.5 77.0 77.0 77.0 77.0 77.5 80.5 70.0 49.0 92.4 83.6 138.6 132.0 145.2 145.2 138.6 151.8 151.8 132.0 132.0 132.0 145.6 131.7 145.6 138.7 152.5 152.5 145.6 159.5 138.7 138.7 171.5 155.2 171.5 163.3 179.7 179.7 171.5 187.8 163.3 171.5 120.4 108.9 172.0 172.0 189.2 189.2 189.2 197.8 197.8 172.0 172.0 oat # 2 - 149 Pax 0.0 0.0 100.3 143.3 129.0 114.7 143.3 114.7 100.3 0.0 0.0 77.0 110.0 99.0 88.0 110.0 88.0 77.0 84.7 86.7 78.0 121.3 121.3 109.2 97.1 121.3 97.1 121.3 97.1 121.3 97.1 121.3 97.1 121.3 58.3 52.5 81.7 116.7 105.0 93.3 116.7 93.3 81.7 89.8 52.5 58.3 90.3 81.7 120.4 1114.7 126.1 126.1 120.4 131.5 131.5 1114.7 1114.7 1114.7 90.3 92.4 92.8 96.8 96.8 96.8 96.8 96.8 96.8 98.0 98.7 98.0 93.3 102.7 102.7 98.0 107.3 98.0 98.0 73.5 98.0 98.0 93.3 102.7 102.7 98.0 107.3 93.3 93.3 73.5 oat # 4 - 149 Pax 789.8 713.8 937.4 937.4 974.7 1,014.8 986.1 1,020.5 903.0 924.4 774.0 568.7 719.4 778.8 778.8 776.6 774.4 774.4 783.2 783.2 783.2 783.2 783.2 783.2 783.2 719.3 650.0 806.0 780.0 780.0 806.0 806.0 780.0 7780.0 7780.0 7780.0 740.8 885.4 910.0 954.3 931.0 630 AM 10:00 PM 10:00 PM





Citywide Ferry System

	Alternaty January February March April May June Juny August September November November			SOUNDMEW January Fabruary Andri Apri May June July August September Generator Oceamber			LOWER EAST SIDE Lanuary February March Apdil June June July August September October October December				
251	22 22 22 22 23 22 23	_	251	21 19 20 22 22 22 23 23 20 20 21 21		251	21 19 21 22 22 22 23 23 20 20 20 21	- 1	Weekdays		# of Oper
114	100000000000000000000000000000000000000		114	1000010001000		=	100000000000000000000000000000000000000		Weekends /Holidays		of Operating Days
365	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3		365	99999999999		365	31 33 33 33 33 33 33 33 33 33 33 33 33 3		Number of Operating Days		
1,255.00	105.00 95.00 105.00 100.00 110.00 110.00 115.00 105.00 100.00 100.00 105.00	5.00	1,255.00	105.00 95.00 105.00 110.00 110.00 110.00 115.00 105.00 105.00		1,255.00	105.00 95.00 105.00 110.00 110.00 110.00 115.00 115.00 100.00 105.00	5.00	Peak Hours		Hours
2,635.50	220.50 199.50 220.50 210.00 231.00 231.00 220.50 241.50 210.00 210.00 220.50 220.50	10.50	2,635.50	220.50 199.50 220.50 210.00 231.00 231.00 221.50 241.50 210.00 210.00 220.50 220.50	10.50	2,635.50	220.50 199.50 220.50 210.00 231.00 231.00 221.00 241.50 241.50 210.00 220.50	10.50	Off-Peak Hours		rs of Operation
1,767.00	155.00 139.50 155.00 155.00 155.00 124.00 155.00 170.50 139.50	15.50	1,767.00	155.00 139.50 155.00 155.00 155.00 124.00 155.00 170.50 139.50	5.50	1,767.00	155.00 139.50 155.00 155.00 139.50 124.00 155.00 170.50 170.50 170.50 170.50	15.50	Weekends / Holidays		on
5,657.50	480.5 434.0 480.5 485.0 480.5 480.5 480.5 480.5 480.5 480.5	15.50	5,657.50	480.5 480.5 480.5 480.5 480.5 480.5 480.5 480.5 480.5		50	480.5 434.0 480.5 480.5 480.5 480.5 480.5 480.5 480.5 480.5	15.50	Total Hours of Operation		
9,814	682.0 616.0 992.0 820.0 858.0 858.0 856.0 866.0 960.0 960.0	-	7,178 6	598.0 540.0 580.0 620.0 618.0 640.0 636.0 576.0 576.0			682.0 616.0 1,076.0 1,180.0 1,214.0 1,218.0 1,218.0 1,218.0 1,210.0 1,040.0 1,040.0 1,072.0 682.0	1	Boat # 1 - 149 pax		*
,488	420.0 380.0 588.0 800.0 840.0 820.0 820.0 850.0 850.0 420.0	-	6,116	336.0 304.0 304.0 560.0 620.0 638.0 616.0 640.0 636.0 554.0 336.0	- +	-	462.0 418.0 294.0 294.0 240.0 264.0 264.0 276.0 280.0 280.0 280.0 462.0	1	Boat # 2 - 149 Pax		of Boat Trips
2,510	210.0 190.0 210.0 220.0 220.0 220.0 210.0 210.0 200.0 200.0 210.0 200.0	-	1,844	126.0 114.0 168.0 168.0 176.0 176.0 176.0 184.0 184.0 126.0	•	2,346	168.0 152.0 210.0 200.0 200.0 220.0 220.0 220.0 210.0 210.0 210.0 200.0 200.0 200.0 200.0	1	Boat # 3 - 149 Pax		Trips
0	0.0000000000000000000000000000000000000		0	0.00		۰ ;	000000000000000000000000000000000000000		Boat # 4 - 149 Pax		
19,812	1,312.0 1,186.0 1,790.0 1,820.0 1,876.0 1,876.0 1,876.0 1,876.0 1,876.0 1,876.0 1,20.0 1,720.0 1,720.0 1,720.0 1,720.0 1,720.0 1,720.0 1,720.0 1,720.0 1,720.0	3	15,138	1,060.0 958.0 1,308.0 1,400.0 1,452.0 1,448.0 1,448.0 1,458.0 1,260.0 1,280.0 1,080.0	2	18,122	1,312.0 1,186.0 1,580.0 1,620.0 1,698.0 1,656.0 1,656.0 1,716.0 1,716.0 1,520.0 1,520.0 1,290.0	3	Total Boat Trips		
1,962.00	166.0 150.0 166.0 160.0 168.0 168.0 168.0 168.0 160.0 162.0 162.0	2.0	1,962.00	166.0 160.0 160.0 160.0 160.0 164.0 170.0 170.0 164.0 162.0 166.0	20	1,962.00	166.0 150.0 166.0 160.0 160.0 164.0 166.0 164.0 166.0	2.0	Deadheading Hours		
1,132.50	278.0 251.5 18.0 0.0 0.0 0.0 0.0 0.0 17.0 16.5 273.5		1,996.50	294.7 296.7 150.0 60.3 86.5 96.7 68.3 104.7 142.0 140.0 292.0 294.7		1,383.75	199.5 180.3 99.0 58.5 64.8 65.0 61.5 68.0 98.0 98.2 192.3		Layover Hours		
1,147.00	105.0 95.0 105.0 80.0 88.0 88.0 84.0 92.0 100.0 100.0 105.0	33.0	1,075.67	73.5 66.5 98.0 93.3 102.7 102.7 98.0 93.3 73.5 73.5	33.0	1,129.50	94.5 85.5 94.5 90.0 99.0 94.5 103.5 90.0 94.5 94.5	23.0	Boat # 1 - 149 pax	Peak	
2,269.00	105.0 95.0 231.0 242.0 242.0 242.0 231.0 231.0 253.0 220.0 105.0	33.0	1,757.00	147.0 133.0 147.0 140.0 154.0 154.0 147.0 147.0 140.0 147.0 147.0	33.0	1,909.50	78.7 71.2 189.0 195.0 214.5 204.7 224.2 180.0 180.0 78.7 78.7	23.0	Boat # 1 - 149 pax	Off-Peak	
1,409.00	110.0 99.0 160.0 110.0 99.0 88.0 110.0 88.0 160.0 176.0 99.0	33.0	1,354.50	128.3 115.5 93.3 128.3 115.5 102.7 128.3 102.7 193.3 102.7 115.5 128.3	33.0	1,394.25	82.5 74.2 120.0 157.5 141.8 126.0 157.5 126.0 120.0 132.0 74.2	23.0	Boat # 1 - 149 pax	Weekend	
1,147.00	105.0 95.0 105.0 80.0 88.0 84.0 92.0 100.0 100.0 105.0	33.0	1,075.67	73.5 66.5 98.0 93.3 102.7 102.7 102.7 98.0 107.3 93.3 93.3 73.5	33.0	1,129.50	94.5 94.5 94.5 90.0 99.0 94.5 103.5 90.0 94.5 94.5	23.0	Boat # 2 - 149 Pax	Peak	
2,147.00	105.0 95.0 189.0 2220.0 242.0 242.0 231.0 253.0 180.0 105.0	33.0	1,661.33	122.5 110.8 147.0 140.0 154.0 154.0 161.0 161.0 140.0 140.0 122.5	330	353.25	78.7 71.2 15.7 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 78.7	23.0	Boat # 2 - 149 Pax	Off-Peak	Total
450.00	0.0 0.0 100.0 90.0 80.0 100.0 0.0	33.0	830.67	0.0 0.0 81.7 128.3 115.5 102.7 128.3 102.7 89.8 0.0	33.0		000000000000000000000000000000000000000	23.0	Boat # 2 - 149 Pax	Weekend	Hours Underway
1,255.00	105.0 95.0 105.0 110.0 110.0 115.0 115.0 115.0 105.0 105.0	33.0	980.00	49.0 44.3 98.0 93.3 102.7 102.7 98.0 107.3 98.0 107.3 98.0 107.3 98.0	33.0	879.75	63.0 57.0 78.7 75.0 82.5 82.5 82.5 86.2 76.0 63.0	23.0	Boat # 3 - 149 Pax	Peak	ay
	000000000000000000000000000000000000000		95.67	24.5 22.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.			000000000000000000000000000000000000000		Boat # 3 - 149 Pax	Off-Peak	
	200000000000000000000000000000000000000			000000000000000000000000000000000000000			000000000000000000000000000000000000000		Boat # 3 - 149 Pax	Weekend	
	000000000000000000000000000000000000000			000000000000000000000000000000000000000					Boat # 4 - 149 Pax	Peak	
Ŀl	000000000000000000000000000000000000000		ŀ	000000000000000000000000000000000000000		-	000000000000000000000000000000000000000		Boat # 4 - 149 Pax	Off-Peak	
٠	0.0		ĿĪ	0.00			0.0		Boat # 4 - 149 Pax	Weekend	
9,824.0	635.0 574.0 895.0 910.0 959.0 938.0 945.0 973.0 860.0 876.0 624.0		8,830.5	618.3 558.8 763.0 816.7 847.0 821.3 844.7 849.3 735.0 752.5 605.5		6,795.7	492.0 444.7 592.5 607.5 636.7 621.0 630.0 643.5 582.0 483.7 483.7		Hours Underway		
	6:30 AM 6:30 AM 6:30 AM 6:30 AM 6:30 AM 6:30 AM 6:30 AM 6:30 AM 6:30 AM 6:30 AM			6:30 AM 6:30 AM 6:30 AM 6:30 AM 6:30 AM 6:30 AM 6:30 AM 6:30 AM 6:30 AM 6:30 AM			6:30 AM 6:30 AM 6:30 AM 6:30 AM 6:30 AM 6:30 AM 6:30 AM 6:30 AM 6:30 AM 6:30 AM		First Departure Time		Daily Hours
	10:00 PM 10:00 PM			10:00 PM 10:00 PM			10:00 PM 10:00 PM		Last Departure Time		Daily Hours of Operation



Citywide Ferry System

Total fuel	Fuel Costs Boat1 - 149 Pax Boat2 - 400 Pax Boat3 - 149 Pax Deathead	South Brooklyn Vessel Requirements # of 140 parvessels - Peak # of 140 parvessels - Peak # of 140 parvessels - Off-Peak # of 140 parvessels - Off-Peak # of 140 parvessels - Weekend # of 140 parvessels - Weekend	Total fuel	Fuel Costs Boat 1 - 149 Pax Boat 2 - 149 Pax Deadhead	Rockaway Vessel Requirements # of 149 parvessels - Peak # of 149 parvessels - Peak # of 149 parvessels - Peak # of 149 parvessels - Off-Peak # of 149 parvessels - Off-Peak # of 149 parvessels - Weekend # of 140 parvessels - Weekend	Total fuel	Fuel Costs Boatt - 149 Pax Boat2 - 400 Pax Boat3 - 149 Pax Boat3 - 149 Pax Boat4 - 400 Pax Deadhead	Routes Astoria Astoria Astoria Astoria Vessel Requirements of 149 parvessels - Peak of 140 parvessels - Peak of 400 parvessels - Peak of 140 parvessels - Worker of 140 parvessels - Weekerd	Gallons per hour - 149 pax Gallons per hour - 400 pax	Fuel cost increase Average fuel price	Maximum Hours underway	Daily operating hours Daily operating hours - Peak Daily operating hours - Off-Peal Deadheading	Days in Month Weekdays Weekends	Average Days of Operation per Month / Year	Fuel Cost Assumptions
		, Ν, Ν, ω			, N , N , N			4,0,0,		0.0%	1,922.0	15.5 5.0 10.5 2.0	31 21 10	Month 1	
		, Ν , Ν , ω			, N , N , N			4 . 0 . 0	L	0.0%	1,736.0	15.5 5.0 10.5 2.0	28 9	Month 2	
		, Ν , Ν , ω			, N , N , N			. N . N . 4		0.0%	1,922.0	15.5 5.0 10.5 2.0	31 21 10	Month 3	
		. Ν. Ν. ω			, N , N , N			4 . 0 . 0		0.0%	1,860.0	15.5 5.0 10.5 2.0	30 20 10	Month 4	
		, Ν. Ν. ω			, N , N , N			4		0.0%	1,922.0	15.5 5.0 10.5 2.0	31 22 9	Month 5	
		, Ν , Ν , ω			, N , N , N			. N , N ,		0.0%	1,860.0	15.5 5.0 10.5 2.0	30 22 8	Month 6	
		. Ν . Ν . ω			. N . N . N			4 : N : N :		0.0%	1,922.0	15.5 5.0 10.5 2.0	31 21 10	Month 7	
		, Ν , Ν , ω			, N , N , N			4 , N , N ,		0.0%	1,922.0	15.5 5.0 10.5 2.0	8 23 8	Month 8	
		. Ν . Ν . ω			. N . N . N			4 : 0 : 0		0.0%	1,860.0	15.5 5.0 10.5 2.0	30 20 10	Month 9	
		, Ν , Ν , ω			. N . N . N			4 : N : N :		0.0%	1,922.0	15.5 5.0 10.5 2.0	31 20 11	Month 10	
		, Ν , Ν , ω			, N , N , N			4 , N , N ,		0.0%	1,860.0	15.5 5.0 10.5 2.0	30 21 9	Month 11	
		, Ν , Ν , ω			. N . N . N			4 : 0 : 0 :		0.0%	1,922.0	15.5 5.0 10.5 2.0	31 21 10	Month 12	
		, N , N , W			. N . N . N			4 : N : N :		0.0%	22,630.0	15.5 5.0 10.5 2.0	365 251 114	Year 1	
		, N , N , W			. N . N . N	I		4 . N . N .		3.0%	22,630.0	15.5 5.0 10.5 2.0	365 251 114	Year 2	
		, ν, ν, ω			. N . N . N			4		3.0%	22,630.0	15.5 5.0 10.5 2.0	365 251 114	Year 3	
		, N , N , W			. N . N . N			4 . 0 . 0		3.0%	22,630.0	15.5 5.0 10.5 2.0	365 251 114	Year 4	
		, Ν, Ν, ω			, N , N , N			4 , α , α ,		3.0%	22,630.0	15.5 5.0 10.5 2.0	365 251 114	Year 5	



Citywide Ferry System Fuel Cost Assumptions Vossel Requirements Vassel Requirements # of 149 pax vessels. Peak # of 149 pax vessels. Peak # of 149 pax vessels. Off-Peak # of 149 pax vessels. Off-Peak # of 149 pax vessels. Weekend # of 149 pax vessels. Weekend Alternatio (EFR) Alternatio (EFR) # of 149 pax vessels. Peak # of 140 pax vessels. Peak # of 140 pax vessels. Off-Peak # of 149 pax vessels. Off-Peak # of 149 pax vessels. Off-Peak # of 149 pax vessels. Weekend # of 140 pax vessels. Weekend Lower East Side Vessel Requirements # of 149 pax vessels - Peak # of 149 pax vessels - Peak # of 149 pax vessels - Off-Peak # of 149 pax vessels - Off-Peak # of 149 pax vessels - Off-Peak # of 149 pax vessels - Weekend # of 1400 pax vessels - Weekend South Brooklyn (SBGI) Vessel Requirements # of 149 pax vessels - Peak # of 149 pax vessels - Peak # of 149 pax vessels - Off-Peak # of 149 pax vessels - Off-Peak # of 149 pax vessels - Off-Peak # of 140 pax vessels - Weekend # of 1400 pax vessels - Weekend Fuel Costs Boat 1 - 149 Pax Boat 2 - 149 Pax Boat 3 - 149 Pax Deadhead Total fuel Fuel Costs Boat 1 - 149 Pax Boat 2 - 149 Pax Boat 3 - 149 Pax Deadhead Fuel Costs Boat 1 - 149 Pax Boat 2 - 400 Pax Boat 3 - 149 Pax Deadhead Total fuel Fuel Costs Boat 1 - 149 Pax Boat 2 - 400 Pax Boat 3 - 149 Pax Deadhead Total fuel Total fuel





Citywide Ferry System Crew Wages Assumptions

Assumptions Assump Month 1 Month 2 Month 3 Month 4 Month 5	Daily operating hours 15.5	Hourly wages Captain hourly wages Deckhard hourly wages Overtime Rate	Shift hours 7.5 <th< th=""><th>Astoria Vassal Roquimments Vassal Roquimments # of 149 pax vassals - Peak # of 149 pax vassals - Peak # of 149 pax vassals - OFI-Peak # of 149 pax vassals - Vaselend # of 149 pax vassals - OFI-Peak # of 149 pax vassals - Vaselend # of 149 pax vassals - OFI-Peak # of 149 pax vassals</th><th></th><th>7 7 7 7 7 9 9 9</th><th>7 7 7 7 7 7 7 9 9 9 9 9 9 9 9 9 9 9 9 9</th><th>uirements 7 7 7 7 7 7 7 9 9 9 9 9 9 9 9 9 9 9 9 9</th><th>DT Hours 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9</th></th<>	Astoria Vassal Roquimments Vassal Roquimments # of 149 pax vassals - Peak # of 149 pax vassals - Peak # of 149 pax vassals - OFI-Peak # of 149 pax vassals - Vaselend # of 149 pax vassals - OFI-Peak # of 149 pax vassals - Vaselend # of 149 pax vassals - OFI-Peak # of 149 pax vassals		7 7 7 7 7 9 9 9	7 7 7 7 7 7 7 9 9 9 9 9 9 9 9 9 9 9 9 9	uirements 7 7 7 7 7 7 7 9 9 9 9 9 9 9 9 9 9 9 9 9	DT Hours 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
Month 3 Month 4 Month 5 Month 6 Mon 31 30 31 30 3 21 20 22 22 10 10 9 8 1 15.5 15.5 15.5 15.5 15.5	15.5 15.5 5.0 5.0 10.5 10.5	4 4 4 4	7.5 7.5 7.5 7.5 2.0 2.0 2.0 2.0	7.5 7.5 7.5 2.0 2.0 2.0	2 2 4 2 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7	75 75 75 75 75 75 75 75 75 75 75 75 75 7	7.5 7.5 7.5 7.5 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	75 75 75 75 75 75 75 75 75 75 75 75 75 7	20 75 75 75 75 75 75 75 75 75 75 75 75 75
Month 9 Month 10 Month 11 Mon 30 30 30 31 10 11 9 1 15.5 15.5 15.5	15.5 15.5 15.5 15.5 5.0 15.5 15.5 15.5 1	4 4 4	7.5 7.5 7.5 7.5 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	4 .	, N , N ,	©7 , N, N,	97 . 2 . 2 .	. N . N . N	0,
Year 1 Year 2 Year 385 385 385 114 114 114 115	15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5	- - - - -	7.5 7.7 7.7 0 2.0 2.1 2.1 5 7.5 7.7 7.7 2.0 2.1 2.1	4, 0, 0	. 20	97 . 2	97 . 2	. 2. 2. 2	04 . N. N
Yea	15.5 5.0 5.0 10.5 10.5 3.0% 3.0%		7.7 2.1 2.1 2.7 7.7 2.1 2.1	4 : 0 : 0 :		7 7 9 9			

NYCEDC HORNBLOWER*



Citywide Ferry System

Crew Wages Captian Wages - Regular Hours Captian Wages - OT Hours Deckhand Wages - Regular Hours Deckhand Wages - OT Hours Pack Benefits Pix Taxes & Benefits	Staffing Requirements Captains Deckhands	Ower East Side Vessel Requimments # of 140 pax vessels - Peak # of 140 pax vessels - Peak # of 1410 pax vessels - O'F Peak # of 1410 pax vessels - O'F Peak # of 1410 pax vessels - O'F Peak # of 140 pax vessels - Weekend # of 1400 pax vessels - Weekend	P/R Taxes & Benefits Total Wages, P/R Taxes & Benefits	Captain Wages - Regular Hours Captain Wages - OT Hours Deckhand Wages - Regular Hours Deckhand Wages - OT Hours Total Wages	Staffing Requirements Captains Deckhands	South Brooklyn (SBGI) Vessel Requirements # of 14.9 pax vessels- Peak # of 14.9 pax vessels- Peak # of 14.9 pax vessels- OIP Peak # of 14.9 pax vessels- OIP Peak # of 14.9 pax vessels- OIP Peak # of 14.9 pax vessels- Weekend # of 40.0 pax vessels- Weekend	Capitain Wages - O'I Hours Deckhand Wages - Regular Hours Deckhand Wages - Thours Total Wages P/R Taxes & Benefits Total Wages, P/R Taxes & Benefits	Staffing Requirements Captains Deckhands Crew Wages Crew Wages Cantain Wanes - Benular Hours	Vossel Requirements for 149 pax vessels - Peak for 149 pax vessels - Peak for 149 pax vessels - Off-Peak for 149 pax vessels - Off-Peak for 149 pax vessels - Off-Peak for 149 pax vessels - Weekend for 1400 pax vessels - Weekend	
	OD CFI				4 &			4 00		Assump
	00 U1	, <u> </u>			4 00	. Ν . Ν . ω		4 &	. N . N . ω	Month 1
										Month 2
	о сл	, Δ, Δ, ω			4 00	. Ν . Ν . ω		4 00	. Ν . Ν . ω	2 Month 3
	00 U1	, Δ, Δ, ω			4 00	, Ν , Ν , ω		4 00	, Ν , Ν , ω	
	ωσ	, Δ, Δ, ω			4 0	ι Ν ι Ν ι ω		4 00	. N . N . W	Month 4 Month 5
	ωσ	, Δ, Δ, ω			4 &	, Ν , Ν , ω		4 00	, Ν , Ν , ω	
	œ <i>С</i> л	, Δ, Δ, ω			4 &	. Ν . Ν . ω		4 00	. Ν . Ν . ω	Month 6
	œ <i>(</i> л	, , , , , , ,			4 00	. Ν . Ν . ω		4 00	. N . N . G	Month 7
	ω υ ₁	, Δ, Δ, ω			4 00	, Ν , Ν , ω		4 00	, Ν , Ν , ω	Month 8
	& Ji				4 8			4.8		Month 9 Month 10
										Month .
	оо сл	, Δ, Δ, ω			4 00	, Ν , Ν , ω		4 00	, Ν , Ν , ω	10 Month
	о сл	, , , , , ,			4 00	. N . N . ω		4 00	. Ν . Ν . ω	Month 11 Month 12
	ωσ	, Δ, Δ, ω			4 00	, Ν , Ν , ω		4 &	, N , N , W	
	со сл	, -, -, 0			4 &	, N , N , W		4 00	, Ν , Ν , ω	Year 1
	œ <i>ப</i> я	, -, -, 0			4 &			4 &	, Ν , Ν , ω	Year 2
	2"	. , , , , ,								Year
	о сл	, Δ, Δ, ω			4 00	, N , N , W		4 00	, Ν , Ν , ω	3
	о сл	, Δ, Δ, ω			4 00	, Ν , Ν , ω		4 00	, Ν , Ν , ω	Year 4
	00 U1	, Δ, Δ, ω			4 00	, Ν , Ν , ω		4 8	, Ν , Ν , ω	Year 5

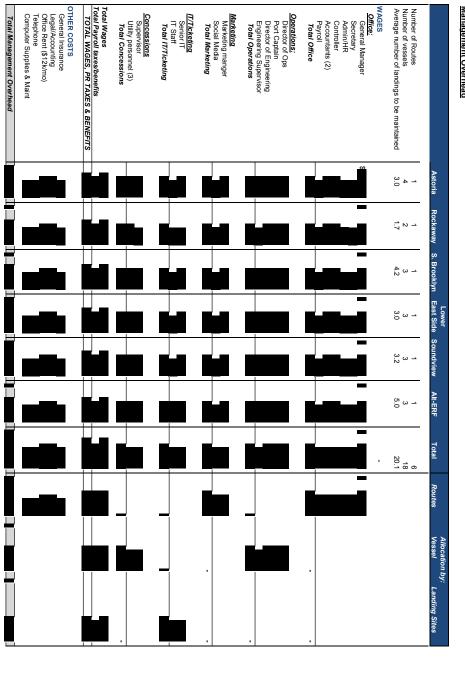




Citywide Ferry System Crew Wages Assumptions

Crew Wages Captain Wages - Regular Hours Captain Wages - OT Hours Deckhand Wages - OT Hours Deckhand Wages - OT Hours Total Wages P/R Taxes & Benefits Total Wages, P/R Taxes & Benefits	Staffing Requirements Captains Deckhands	Alternate (EFR) Vessel Requirements # of 149 pax vessels - Peak # of 400 pax vessels - Peak # of 149 pax vessels - Off-Peak # of 149 pax vessels - Off-Peak # of 149 pax vessels - Off-Peak # of 149 pax vessels - Weekend # of 140 pax vessels - Weekend	Crew Wages Captain Wages - Regular Hours Captain Wages - OT Hours Deckhand Wages - OT Hours Deckhand Wages - OT Hours Pirk Taxes & Benefits Total Wages, Pirk Taxes & Benefits	Staffing Requirements Capitains Deckhands	Soundview Vessel Requirements # of 149 pax vessels - Peak # of 149 pax vessels - Peak # of 149 pax vessels - Off-Peak # of 149 pax vessels - Off-Peak # of 149 pax vessels - Weekend # of 149 pax vessels - Weekend	
	12 6			4 0		Assump
	_					o Month 1
	200	. Ν . Ν . ω		4 0	ΙΝΙΝΙω	Month 2
	12 6	. Ν . Ν . ω		4 0	, Ν , Ν , ω	
	6 12	, Ν , Ν , ω		4 0	. Ν . Ν . ω	Month 3
	12 6	N. N. O.		6 4	N. N. O	Month 4
	10 03	. Ν . Ν . ω		0, 4	. Ν . Ν . ω	# Month 5
	6	, N , N , W		4 0	. Ν . Ν . ω	_
	12 6	. Ν . Ν . ω		4 0	. Ν . Ν . ω	Month 6
	12 6	. Ν . Ν . ω		6 4	. Ν . Ν . ω	Month 7
	_					Month 8
	12 6	ιΝιΝιω		4 0	. Ν . Ν . ω	8 Month 9
	12 6	. Ν . Ν . ω		4 0	, Ν , Ν , ω	
	12 6	. Ν . Ν . ω		4 0	, Ν , Ν , ω	onth 10
	12 6	. N . N . 3		4 0	, N , N , W	Month 1
						Month 10 Month 11 Month 12
	6	. Ν . Ν . ω		4 0	. Ν . Ν . ω	
	12 6	. Ν . Ν . ω		6 4	. Ν . Ν . ω	Year 1
	126	. N . N . 3		0 4	, Ν , Ν , ω	Year 2
						Year 3
	12.6	. Ν . Ν . ω		4 0	, Ν , Ν , ω	Year 4
	12 6	. Ν . Ν . ω		4 0	. N . N . 3	Year 5
	12 6	. Ν . Ν . ω		4 0	, Ν , Ν , ω	ar 5

Citywide Ferry System Comprehensive Response Management Overhead











Citywide Ferry System Landing Fee Assumptions

Landing Fees Weekdays: Peak Weekdays: Off-Peak Weekends Total Landing Fees	# of 1-Way Trips / Day Weekdays: Peak Weekdays: Off-Peak Weekends	Rockaway Number of boats available for operations Number of Landing sites - from Rockaway Number of Landing sites - frox Rockaway 2 Number of daily Weekday trips - Peak Number of daily Weekday trips - Off-Peak Number of Weekend trips Total Trips	Landing Fees Weekdays: Peak Weekdays: Off-Peak Weekends Total Landing Fees	# of 1-Way Trips / Day Weekdays - Peak Weekdays - Off-Peak Weekends	Astoria Number of boats available for operations Number of Landing sites - from Astoria Number of Landing sites - from Astoria Number of daily Weekday trips - Peak Number of daily Weekday trips - Off-Peak Number of Weekend trips Total Trips	DOT Landing Fee Rates Off-Peak hours, per touch Off-Peak hours, per touch	Cost increase	Daily operating hours Peak hours Off-Peak hours	
5,103 1,806 860 7,769	10 20 20	2 3 5 10 10 25	13,268 2,167 946 16,381	26 24 22	4 5 13 12 11 36	\$24.30 \$4.30	0.0%	31 21 10	Month 1
4,617 1,634 774 7,025	10 20 20	2 2 3 3 2 5 7 7 8	12,004 1,961 851 14,816	26 24 22	36 36	\$24.30 \$4.30	0.0%	28 19 9	Month 2
5,103 1,806 1,290 8,199	10 20 30	2 3 1 1 3 0	15,309 2,528 1,290 19,127	30	4 4 15 14 4 4	\$24.30 \$4.30	0.0%	31 21 10	Month 3
4,860 1,720 1,290 7,870	10 20 30	30 30	14,580 2,408 1,720 18,708	30 40	5 4 5 1 5 4 4 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	\$24.30 \$4.30	0.0%	30 20 10	Month 4
5,346 1,892 1,161 8,399	10 20 30	30 30	16,038 2,649 1,548 20,235	30 28 40	5 4 5 1 5 4 4 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	\$24.30 \$4.30	0.0%	31 22 9	Month 5
5,346 1,892 1,032 8,270	10 20 30	30 30 30	16,038 2,649 1,376 20,063	30 28 40	4 0 4 5 4 4 9 0 0 0	\$24.30 \$4.30	0.0%	30 22 8	Month 6
5,103 1,806 1,290 8,199	10 20 30	30 11 10 5 2 2 2 3 2	15,309 2,528 1,720 19,557	30 28 40	11 4 5 4 4 0 4 4 0 0 0 0 0 0 0 0 0 0 0 0 0	\$24.30 \$4.30	0.0%	31 21 10	Month 7
5,589 1,978 1,032 8,599	10 20 30	30 11 10 5 2 3 2	16,767 2,769 1,376 20,912	30 28 40	11	\$24.30 \$4.30	0.0%	31 23 8	Month 8
4,860 1,720 1,290 7,870	10 20 30	3 1 1 0 5 2 3 2	14,580 2,408 1,290 18,278	30 28 30	4 1 1 1 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	\$24.30 \$4.30	0.0%	30 20 10	Month 9
4,860 1,720 1,419 7,999	10 20 30	30 30 30	14,580 2,408 1,419 18,407	30 28 30	4 1 1 1 4 5 4 4 4 5 1 4 5 4 4	\$24.30 \$4.30	0.0%	31 20 11	Month 10
5,103 1,806 774 7,683	10 20 20	25 25 26 26 27 27	13,268 2,167 851 16,286	26 24 22	36 36	\$24.30 \$4.30	0.0%	30 21 9	Month 11
5,103 1,806 860 7,769	10 20 20	25 25 25 25	13,268 2,167 946 16,381	26 24 22	3 1 1 3 4 5 4 6 1 2 3 4 5 4	\$24.30 \$4.30	0.0%	31 21 10	Month 12
60,993 21,586 13,072 95,651	10 20 27	28 11 1 5 2 2 2	175,009 28,810 15,334 219,152	29 27 32	4 1 1 1 4 5 4 3 6 6 8	\$24.30 \$4.30	0.0%	365 251 114	Year 1
62,823 22,234 13,464 98,521	10 20 27	28 28 28	180,259 29,674 15,794 225,727	29 27 32	4 1 1 3 4 4 4 3 4 4 5 4 4 4 5 4 4 6 4 6	\$25.03 \$4.43	3.0%	365 251 114	Year 2
64,707 22,901 13,868 101,476	10 20 27	2 1 1 5 2 3 2 2 3 3 5 2 3 5 2 5 2 5 2 5 2 5 2 5 2 5 2 5 2 5 2 5	185,495 30,534 16,382 232,411	29 27 32	4 1 1 1 4 5 4 4 6 6 8	\$25.78 \$4.56	3.0%	365 251 114	Year 3
66,649 23,588 14,284 104,520	10 20 27	28 11 1 5 2 2 2	191,060 31,450 16,873 239,383	29 27 32	4 1 1 1 4 5 4 3 1 6 6 6 7 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	\$26.55 \$4.70	3.0%	365 251 114	Year 4
68,648 24,295 14,713 107,656	10 20 27	№ 1110 N W N	196,791 32,394 17,379 246,564	29 27 32	4 1 1 1 4 5 4 6 6 6	\$27.35 \$4.84	3.0%	365 251 114	Year 5



Citywide Ferry System Landing Fee Assumptions

Landing Fees Weekdays - Peak Weekdays - Off-Peak Weekends Total Landing Fees	#of 1-Way Trips / Day Wekdays - Peak Weekdays - Off-Peak Weekdays - Off-Peak Weekends	Lower East River Number of boats available for operations Number of Landing sites - from Lower East River Number of Landing sites - to Lower East River Number of daily Weekday rips - Peak Number of daily Weekday rips - Off-Peak Number of ordily Weekday rips - Off-Peak Number of Total Tips	Landing Fees Weekdays - Peak Weekdays - Off-Peak Weekends - Off-Peak Weekends - Off-Peak	# of 1-Way Trips / Day Wekfdays - Peak Weekfdays - Off-Peak Weekfdays - Off-Peak Weekfnds	South Brooklyn (SBGI) Number of Landia selesible for operations Number of Landia sites - from South Brooklyn (SB 7 Number of Landing sites - to South Brooklyn (SBG) 6 Number of daily Weekday trips - Paek Number of daily Weekday trips - Off-Peak Number of weekend trips Total Trips	Landing Fees Weekdays - Feak Weekdays - Off-Peak Weekdays - Off-Peak Weekends Total Landing Fees	# of 1-Way Trips / Day Weekdays - Peak Weekdays - Off-Peak Weekdays - Off-Peak Weekends	South Brooklyn Number of boats available for operations Number of Landing sites - from South Brooklyn Number of Landing sites - to South Brooklyn Number of Landing sites - to South Brooklyn Number of daily Weekday rips - Peak Number of daily Weekday rips - Off-Peak Number of weekend trips	-
16,330 1,806 946 19,082	32 20 22	3 5 4 10 10 11 11	12,247 1,625 946 14,819	24 18 22	3 7 12 9 9 17 11	12,247 1,806 946 14,999	24 20 22	3 5 10 11 11 11 11	Month 1
14,774 1,634 851 17,260	32 20 22	37 37	11,081 1,471 851 13,403	24 18 22	32 32 32	11,081 1,634 851 13,566	24 20 22	3 110563	Month 2
17,350 2,348 1,376 21,074	32 23 34	11 4 თ ა 13 1 1 4 თ ა	12,247 2,167 1,290 15,704	24 30	39 11 2 2 3 3 39 5 3 39 5 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3	12,247 2,167 1,290 15,704	30 24 30	3	Month 3
16,524 2,236 1,806 20,566	26 42	3 17 17 13 13	11,664 2,064 1,720 15,448	24 40	420 420 420	11,664 2,064 1,720 15,448	24 40	\$ 22 72 75 65 63	Month 4
18,176 2,460 1,625 22,261	34 26 42	551 174 571 571	12,830 2,270 1,548 16,649	24 24 40	3 12 12 20 44	12,830 2,270 1,548 16,649	24 24 40	3 12 12 4	Month 5
18,176 2,460 1,445 22,081	42 34 42 64	3 5 17 13 21 5	12,830 2,270 1,376 16,477	24 40	3 7 12 12 20	12,830 2,270 1,376 16,477	24 40	3 12 4 4 20	Month 6
17,350 2,348 1,806 21,504	34 26 42	3 5 17 13 21 5	12,247 2,167 1,720 16,134	24 24 40	3 7 12 12 20	12,247 2,167 1,720 16,134	24 24 40	4 20 20 20 3	Month 7
19,003 2,571 1,445 23,019	34 26 42	5 1 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7	13,414 2,374 1,376 17,163	24 40	3 7 6 6 12 12 20 20	13,414 2,374 1,376 17,163	24 24 40	3 12 12 44	Month 8
16,524 2,236 1,376 20,136	32 24 32 34	4 1 1 1 1 4 თ ა	11,664 2,064 1,290 15,018	30 24 30	33 11 12 15 15 17 13 15 15 15 15 15 15 15 15 15 15 15 15 15	11,664 2,064 1,290 15,018	30 24 30	36 15 12 12 15 15 15 15 15 15 15 15 15 15 15 15 15	Month 9
16,524 2,236 1,514 20,274	34 26 32	46 6	11,664 2,064 1,419 15,147	24 24 30	39 39 30 30	11,664 2,064 1,419 15,147	24 24 30	3 1 1 1 5 5 5 ω	Month 10
16,330 1,806 851 18,987	22 23	3 3 3 3 7	12,247 1,625 851 14,724	24 18 22	32 32	12,247 1,806 851 14,905	22 24 22 24	33 110 5 6 3	Month 11
16,330 1,806 946 19,082	22 23	37 10 10 10 10	12,247 1,625 946 14,819	24 18 22	32 11 9 12 6 7 3 3 2 1 1 9 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	12,247 1,806 946 14,999	22 20 22	3 1 1 1 1 2 5 6 ω	Month 12
203,391 25,946 15,987 245,325	33 24 33	<u>4</u> 11 1 4 თ ა	146,383 23,788 15,334 185,505	24 22 32	39 111 120 39	146,383 24,493 15,334 186,210	24 23 32	300111500 30011	Year 1
209,493 26,725 16,467 252,684	33 33	117 4 4 5 5 4 5 5 5 5 6 5 6 6 6 6 6 6 6 6 6	150,775 24,501 15,794 191,070	24 22 32	39 39	150,775 25,228 15,794 191,796	24 23 32	30 6 1 1 2 5 6 3	Year 2
215,692 27,481 17,075 260,247	323	45 45	155,298 25,191 16,382 196,870	3224	39 39	155,298 25,954 16,382 197,634	224 23 32	3 6 1 1 2 5 6 3	Year 3
222,162 28,305 17,587 268,055	323	45	159,957 25,946 16,873 202,776	32 22 24	39 39	159,957 26,733 16,873 203,563	32 32 32	3 6 1 1 2 5 6 3	Year 4
228,827 29,154 18,115 276,096	33 33	117 117 110 110 110 110 110	164,756 26,725 17,379 208,860	24 22 32	39 39	164,756 27,535 17,379 209,669	24 23 32	3 1 1 1 5 6 3	Year 5





Citywide Ferry System Landing Fee Assumptions

Landing Fees Weekdays - Feak Weekdays - Off-Peak Weekends - Off-Peak Total Landing Fees	# of 1-Way Trips / Day Weekdays - Peak Weekdays - Off-Peak Weekends Weekends	Alternate (ERF) Number of Landing sites - from Alternate (ERF) Number of Landing sites - from Alternate (ERF) Number of Landing sites - to Alternate (ERF) Number of daly Meedday frips - Peak Number of daly Weedday frips - Off-Peak Number of Odly Weedday frips - Off-Peak Number of Weekend Irips	Landing Fees Weekdays - Peak Weekdays - Off-Peak Weekdays - Off-Peak Weekends Total Landing Fees	# of 1-Way Trips / Day Weekdays - Peak Weekdays - Off-Peak Weekends Weekends	Soundview Number of badis available for operations Number of Landing sites - from Soundview Number of clanding sites - to Soundview Number of clanding sites - to Soundview Number of daily Meedaday frips - Peak Number of daily Weedaday frips - Off-Peak Number of Weekend rips Total Trips	
		6 7			4 ω	3
15,309 1,987 946 18,242	30 22 22	3 11 11 37	8,165 2,167 946 11,278	16 24 22	3 1 1 8 3 4 3 1 1 2 8 3 4 3	Month 1
13,851 1,797 851 16,500	22 23 30	3 7 6 6 11 11 11 11	7,387 1,961 851 10,199	16 24 22	3 1 1 1 2 3 3	Month 2
15,309 3,612 1,376 20,297	32 44 36 32 64 35	516673	12,247 2,167 1,290 15,704	30 24 30	3 1 1 1 2 4 2	Month 3
14,580 2,408 1,720 18,708	30 28 40	3 7 1 1 4 2 9	11,664 2,064 1,892 15,620	24 44	4 6 6	Month 4
13,900 4,162 1,625 19,687	26 44 42	3 7 6 6 7 2 2 2 2 2 2 2 2 5	12,830 2,270 1,703 16,804	44 24 44 44	4 , 22 12 2 3 4 4 5 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Month 5
13,900 4,162 1,445 19,507	26 44 42	3 6 7 13 22 22 25 56	12,830 2,270 1,514 16,614	44 24 44 44	6 22 12 2 3 4 3 6 5 22 2 2 3	Month 6
13,268 3,973 1,806 19,047	26 44 42	7 7 7 7 7 7 7 7 7 7	12,247 2,167 1,892 16,306	24 44	4 2 2 1 2 3 4 3 4 5 6 7 2 2 2 3 4 5 5 6 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7	Month 7
14,531 4,352 1,445 20,328	26 44 42	36 7 3 3 5 6 7 3 5 6 7 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	13,414 2,374 1,514 17,301	24 44	4 22 17 12 22 43	Month 8
14,580 3,440 1,376 19,396	30 40 32	3 7 6 10 20 16 51	11,664 2,064 1,290 15,018	24 24 30	3 3 3 3 3	Month 9
14,580 3,440 1,514 19,534	30 40 32	3 7 7 15 20 16 51	11,664 2,064 1,419 15,147	24 24 30	39 39	Month 10
15,309 1,987 851 18,147	22 22 23	3 7 11 11 11 37	8,165 2,167 2,167 11,183	16 24 22	311128343	Month 11
15,309 1,987 946 18,242	30 22 22	37 37 37	8,165 2,167 946 11,278	16 24 22	3	Month 12
174,425 37,307 15,901 227,634	29 34 33	11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	130,442 25,903 16,108 172,453	21 24 33	30 11 11 12 30	Year 1
179,658 38,426 16,378 234,463	32 22	3 7 17 17 48	134,356 26,680 16,591 177,627	21 24 33	3 3 3 3 3	Year 2
185,495 39,313 16,988 241,796	848	3 7 10 10 10 10 10 10	138,043 27,481 17,248 182,772	21 24 33	3 3 3 3 3	Year 3
191,060 40,492 17,498 249,050	29 34 33	3 7 17 16 16 16 48	142,184 28,305 17,766 188,255	21 24 33	3 3 3 3 3	Year 4
196,791 41,707 18,023 256,521	29 34 33	3 7 6 6 114 17 16 48	146,449 29,154 18,299 193,903	21 24 33	3 4 4 11 11 17 3 3 9	Year 5



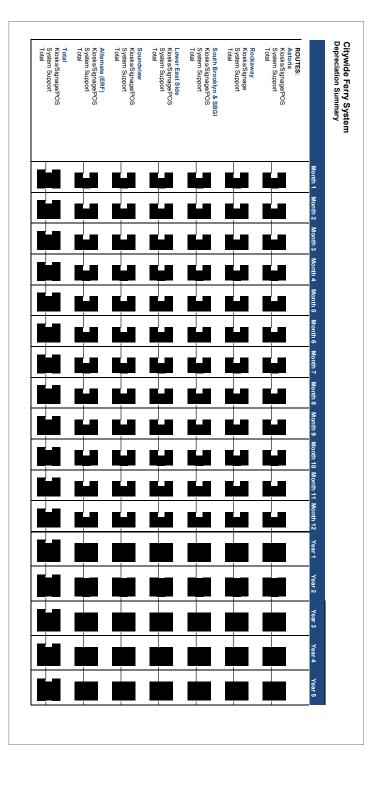


Citywide Ferry System

		Acquisition Value	Monthly Payment	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	7 Month 8	18 Month 9	_	Month 10 Mo	Nonth 11 Month 12	Year 1	Year 2	4	Year 3
Term Number of Payments Charter Rate Charter Fees or Loan?	60 12 17.00% Charter															_			
Vessel Acquisitions Astoria 149 Pax boats	Number 4																		
Rockaway 149 Pax boats	2																		
South Brooklyn & SBGI 149 Pax boats	ω																		
Lower East River 149 Pax boats	ω																		
Soundview 149 Pax boats	ω																		
Alternate (ER) 149 Pax boats	ω																		
Spare 149 Pax boats	<u> </u>																		







Citywide Ferry System Comprehensive Response Other Operating Expenses

	Expense	Astoria	Lower Expense Astoria Rockaway S. Brooklyn East Side Soundview Alt-ERF	S. Brooklyn	Lower East Side	Soundview	Alt-ERF	Total	Routes	Allocation by: Vessel Landing Sites	ng Site:
Number of Routes Number of vessels Average number of landings to be maintained		3.0	1.7	4 3 1	3.0	3 3 1	1 3 5.0	6 18 20.1			
Other Operating Expenses Berthing Dry docking & Inspections Enviro Services Cype Supplies Support costs (Froley Svc Calls) - Vessels (yr 2) Support costs (Wheelhouse/GP Link) Utilities Water and Refuse Water and Refuse Uniforms						إيس			I		
Total Other Operating Expenses	299,235	523,507	288,773	461,825	425,705	431,725	470,905	2,602,440	252,000	252,000 1,764,430	586.010





Citywide Ferry System Comprehensive Response System Support Services

	Expense	Astoria	Rockaway	S. Brooklyn	Lower East Side	Lower Expense Astoria Rockaway S. Brooklyn East Side Soundview Alt-ERF	Alt-ERF	Total
Number of Routes		4 -1	v <u> </u>	ω <u>~</u>	ა <u>⊸</u>	ω →	ω <u>→</u>	
Average number of landings to be maintained		3.0	1.7	4.2	3.0	3.2	5.0	20.1
System Support Services								
Ticketing TicketOffice Supplies								
Marketing Marketing								
Customer Service, Public Relations Community/PR Firm Customer Service Call Center Supervisor Call Center Agents (4)								
Total Support Systems	107,600	357,600	387,600	457,600	347,600	357,600	386,600	2,294,600









Appendix G: Route Schedules

Astoria Route

		Week	days	As	storia to	Wall Str	eet/Pier	11	W	all Stree	t/Pier 11	to Astor	ia
		Minutes from Astoria to WS/P11	Minutes from WS/P11 to Astoria	Astoria	Roosevelt Island	Long Island City North	East 34th Street	Wall Street/Pier 11	Wall Street/Pier 11	East 34th Street	Long Island City North	Roosevelt Island	Astoria
		ter minut ween sto			10.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	10.0
					Wi	nter (No	vember	- Februa	ry)				
Off-Peak	Boat 1	35.0	35.0	6:30 AM	6:40 AM	6:45 AM	6:55 AM	7:05 AM	7:05 AM	7:15 AM	7:25 AM	7:30 AM	7:40 AM
Off-Peak	Boat 2	35.0	35.0	6:50 AM	7:00 AM	7:05 AM	7:15 AM	7:25 AM	7:25 AM	7:35 AM	7:45 AM	7:50 AM	8:00 AM
Peak	Boat 3	35.0	35.0	7:10 AM	7:20 AM	7:25 AM	7:35 AM	7:45 AM	7:45 AM	7:55 AM	8:05 AM	8:10 AM	8:20 AM
Peak	Boat 4	35.0	35.0	7:30 AM	7:40 AM	7:45 AM	7:55 AM	8:05 AM	8:05 AM	8:15 AM	8:25 AM	8:30 AM	8:40 AM
Peak	Boat 1	35.0	35.0	7:50 AM	8:00 AM	8:05 AM	8:15 AM	8:25 AM	8:25 AM	8:35 AM	8:45 AM	8:50 AM	9:00 AM
Peak	Boat 2	35.0	35.0	8:10 AM	8:20 AM	8:25 AM	8:35 AM	8:45 AM	8:45 AM	8:55 AM	9:05 AM	9:10 AM	9:20 AM
Peak	Boat 3	35.0	35.0	8:30 AM	8:40 AM	8:45 AM	8:55 AM	9:05 AM	9:05 AM	9:15 AM	9:25 AM	9:30 AM	9:40 AM
Peak	Boat 4	35.0	35.0	8:50 AM	9:00 AM	9:05 AM	9:15 AM	9:25 AM	9:25 AM	9:35 AM	9:45 AM	9:50 AM	10:00 AM
Peak	Boat 1	35.0	35.0	9:10 AM	9:20 AM	9:25 AM	9:35 AM	9:45 AM	9:45 AM	9:55 AM	10:05 AM	10:10 AM	10:20 AM
Off-Peak	Boat 2	35.0	35.0	10:10 AM	10:20 AM	10:25 AM	10:35 AM	10:45 AM	10:45 AM	10:55 AM	11:05 AM	11:10 AM	11:20 AM
Off-Peak	Boat 1	35.0	35.0	11:10 AM	11:20 AM	11:25 AM	11:35 AM	11:45 AM	11:45 AM	11:55 AM	12:05 PM	12:10 PM	12:20 PM
Off-Peak	Boat 2	35.0	35.0	12:10 PM	12:20 PM	12:25 PM	12:35 PM	12:45 PM	12:45 PM	12:55 PM	1:05 PM	1:10 PM	1:20 PM
Off-Peak	Boat 1	35.0	35.0	1:10 PM	1:20 PM	1:25 PM	1:35 PM	1:45 PM	1:45 PM	1:55 PM	2:05 PM	2:10 PM	2:20 PM
Off-Peak	Boat 2	35.0	35.0	2:10 PM	2:20 PM	2:25 PM	2:35 PM	2:45 PM	2:45 PM	2:55 PM	3:05 PM	3:10 PM	3:20 PM
Off-Peak	Boat 1	35.0	35.0	3:10 PM	3:20 PM	3:25 PM	3:35 PM	3:45 PM	3:45 PM	3:55 PM	4:05 PM	4:10 PM	4:20 PM
Off-Peak	Boat 2	35.0	35.0	4:10 PM	4:20 PM	4:25 PM	4:35 PM	4:45 PM	4:45 PM	4:55 PM	5:05 PM	5:10 PM	5:20 PM
Peak	Boat 1	35.0	35.0	4:30 PM	4:40 PM	4:45 PM	4:55 PM	5:05 PM	5:05 PM	5:15 PM	5:25 PM	5:30 PM	5:40 PM
Peak	Boat 3	35.0	35.0	4:50 PM	5:00 PM	5:05 PM	5:15 PM	5:25 PM	5:25 PM	5:35 PM	5:45 PM	5:50 PM	6:00 PM
Peak	Boat 4	35.0	35.0	5:10 PM	5:20 PM	5:25 PM	5:35 PM	5:45 PM	5:45 PM	5:55 PM	6:05 PM	6:10 PM	6:20 PM
Peak	Boat 2	35.0	35.0	5:30 PM	5:40 PM	5:45 PM	5:55 PM	6:05 PM	6:05 PM	6:15 PM	6:25 PM	6:30 PM	6:40 PM
Peak	Boat 1	35.0	35.0	5:50 PM	6:00 PM	6:05 PM	6:15 PM	6:25 PM	6:25 PM	6:35 PM	6:45 PM	6:50 PM	7:00 PM
Peak	Boat 3	35.0	35.0	6:10 PM	6:20 PM	6:25 PM	6:35 PM	6:45 PM	6:45 PM	6:55 PM	7:05 PM	7:10 PM	7:20 PM
Off-Peak	Boat 2	35.0	35.0	7:10 PM	7:20 PM	7:25 PM	7:35 PM	7:45 PM	7:45 PM	7:55 PM	8:05 PM	8:10 PM	8:20 PM
Off-Peak	Boat 1	35.0	35.0	8:10 PM	8:20 PM	8:25 PM	8:35 PM	8:45 PM	8:45 PM	8:55 PM	9:05 PM	9:10 PM	9:20 PM
Off-Peak	Boat 2	35.0	35.0	9:10 PM	9:20 PM	9:25 PM	9:35 PM	9:45 PM	9:45 PM	9:55 PM	10:05 PM	10:10 PM	10:20 PM





	Week	cends	As	storia to	Wall Str	eet/Pier	11	W	all Stree	t/Pier 11	to Astor	ia
	Minutes from Astoria to WS/P11	Minutes from WS/P11 to Astoria	Astoria	Roosevelt Island	Long Island City North	East 34th Street	Wall Street/Pier 11	Wall Street/Pier 11	East 34th Street	Long Island City North	Roosevelt Island	Astoria
	ter minut ween sto			10.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	10.0
				Wi	nter (No	vember	- Februa	ry)				
Boat 1	35.0	35.0	6:30 AM	6:40 AM	6:45 AM	6:55 AM	7:05 AM	7:05 AM	7:15 AM	7:25 AM	7:30 AM	7:40 AM
Boat 2	35.0	35.0	8:00 AM	8:10 AM	8:15 AM	8:25 AM	8:35 AM	8:35 AM	8:45 AM	8:55 AM	9:00 AM	9:10 AM
Boat 1	35.0	35.0	9:30 AM	9:40 AM	9:45 AM	9:55 AM	10:05 AM	10:05 AM	10:15 AM	10:25 AM	10:30 AM	10:40 AM
Boat 2	35.0	35.0	11:00 AM	11:10 AM	11:15 AM	11:25 AM	11:35 AM	11:35 AM	11:45 AM	11:55 AM	12:00 PM	12:10 PM
Boat 1	35.0	35.0	12:00 PM	12:10 PM	12:15 PM	12:25 PM	12:35 PM	12:35 PM	12:45 PM	12:55 PM	1:00 PM	1:10 PM
Boat 2	35.0	35.0	1:20 PM	1:30 PM	1:35 PM	1:45 PM	1:55 PM	1:55 PM	2:05 PM	2:15 PM	2:20 PM	2:30 PM
Boat 1	35.0	35.0	2:50 PM	3:00 PM	3:05 PM	3:15 PM	3:25 PM	3:25 PM	3:35 PM	3:45 PM	3:50 PM	4:00 PM
Boat 2	35.0	35.0	4:20 PM	4:30 PM	4:35 PM	4:45 PM	4:55 PM	4:55 PM	5:05 PM	5:15 PM	5:20 PM	5:30 PM
Boat 1	35.0	35.0	5:50 PM	6:00 PM	6:05 PM	6:15 PM	6:25 PM	6:25 PM	6:35 PM	6:45 PM	6:50 PM	7:00 PM
Boat 2	35.0	35.0	7:20 PM	7:30 PM	7:35 PM	7:45 PM	7:55 PM	7:55 PM	8:05 PM	8:15 PM	8:20 PM	8:30 PM
Boat 1	35.0	35.0	8:50 PM	9:00 PM	9:05 PM	9:15 PM	9:25 PM	9:25 PM	9:35 PM	9:45 PM	9:50 PM	10:00 PM





		Week	days	As	storia to	Wall Str	eet/Pier	11	W	all Stree	t/Pier 11	to Astor	ia
		Minutes from Astoria to WS/P11	Minutes from WS/P11 to Astoria	Astoria	Roosevelt Island	Long Island City North	East 34th Street	Wall Street/Pier 11	Wall Street/Pier 11	East 34th Street	Long Island City North	Roosevelt Island	Astoria
		ter minut ween sto	es		10.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	10.0
					Should	ers (Mar	ch, Sept	ember-O	ctober)				
Off-Peak	Boat 1	35.0	35.0	6:30 AM	6:40 AM	6:45 AM	6:55 AM	7:05 AM	7:05 AM	7:15 AM	7:25 AM	7:30 AM	7:40 AM
Off-Peak	Boat 2	35.0	35.0	6:50 AM	7:00 AM	7:05 AM	7:15 AM	7:25 AM	7:25 AM	7:35 AM	7:45 AM	7:50 AM	8:00 AM
Peak	Boat 3	35.0	35.0	7:10 AM	7:20 AM	7:25 AM	7:35 AM	7:45 AM	7:45 AM	7:55 AM	8:05 AM	8:10 AM	8:20 AM
Peak	Boat 4	35.0	35.0	7:30 AM	7:40 AM	7:45 AM	7:55 AM	8:05 AM	8:05 AM	8:15 AM	8:25 AM	8:30 AM	8:40 AM
Peak	Boat 1	35.0	35.0	7:50 AM	8:00 AM	8:05 AM	8:15 AM	8:25 AM	8:25 AM	8:35 AM	8:45 AM	8:50 AM	9:00 AM
Peak	Boat 2	35.0	35.0	8:10 AM	8:20 AM	8:25 AM	8:35 AM	8:45 AM	8:45 AM	8:55 AM	9:05 AM	9:10 AM	9:20 AM
Peak	Boat 3	35.0	35.0	8:30 AM	8:40 AM	8:45 AM	8:55 AM	9:05 AM	9:05 AM	9:15 AM	9:25 AM	9:30 AM	9:40 AM
Peak	Boat 4	35.0	35.0	8:50 AM	9:00 AM	9:05 AM	9:15 AM	9:25 AM	9:25 AM	9:35 AM	9:45 AM	9:50 AM	10:00 AM
Peak	Boat 1	35.0	35.0	9:10 AM	9:20 AM	9:25 AM	9:35 AM	9:45 AM	9:45 AM	9:55 AM	10:05 AM	10:10 AM	10:20 AM
Off-Peak	Boat 2	35.0	35.0	9:55 AM	10:05 AM	10:10 AM	10:20 AM	10:30 AM	10:30 AM	10:40 AM	10:50 AM	10:55 AM	11:05 AM
Off-Peak	Boat 1	35.0	35.0	10:40 AM	10:50 AM	10:55 AM	11:05 AM	11:15 AM	11:15 AM	11:25 AM	11:35 AM	11:40 AM	11:50 AM
Off-Peak	Boat 2	35.0	35.0	11:25 AM	11:35 AM	11:40 AM	11:50 AM	12:00 PM	12:00 PM	12:10 PM	12:20 PM	12:25 PM	12:35 PM
Off-Peak	Boat 1	35.0	35.0	12:10 PM	12:20 PM	12:25 PM	12:35 PM	12:45 PM	12:45 PM	12:55 PM	1:05 PM	1:10 PM	1:20 PM
Off-Peak	Boat 2	35.0	35.0	12:55 PM	1:05 PM	1:10 PM	1:20 PM	1:30 PM	1:30 PM	1:40 PM	1:50 PM	1:55 PM	2:05 PM
Off-Peak	Boat 1	35.0	35.0	1:40 PM	1:50 PM	1:55 PM	2:05 PM	2:15 PM	2:15 PM	2:25 PM	2:35 PM	2:40 PM	2:50 PM
Off-Peak	Boat 2	35.0	35.0	2:25 PM	2:35 PM	2:40 PM	2:50 PM	3:00 PM	3:00 PM	3:10 PM	3:20 PM	3:25 PM	3:35 PM
Off-Peak	Boat 1	35.0	35.0	3:10 PM	3:20 PM	3:25 PM	3:35 PM	3:45 PM	3:45 PM	3:55 PM	4:05 PM	4:10 PM	4:20 PM
Off-Peak	Boat 2	35.0	35.0	3:55 PM	4:05 PM	4:10 PM	4:20 PM	4:30 PM	4:30 PM	4:40 PM	4:50 PM	4:55 PM	5:05 PM
Peak	Boat 3	35.0	35.0	4:15 PM	4:25 PM	4:30 PM	4:40 PM	4:50 PM	4:50 PM	5:00 PM	5:10 PM	5:15 PM	5:25 PM
Peak	Boat 4	35.0	35.0	4:35 PM	4:45 PM	4:50 PM	5:00 PM	5:10 PM	5:10 PM	5:20 PM	5:30 PM	5:35 PM	5:45 PM
Peak	Boat 1	35.0	35.0	4:55 PM	5:05 PM	5:10 PM	5:20 PM	5:30 PM	5:30 PM	5:40 PM	5:50 PM	5:55 PM	6:05 PM
Peak	Boat 2	35.0	35.0	5:15 PM	5:25 PM	5:30 PM	5:40 PM	5:50 PM	5:50 PM	6:00 PM	6:10 PM	6:15 PM	6:25 PM
Peak	Boat 3	35.0	35.0	5:35 PM	5:45 PM	5:50 PM	6:00 PM	6:10 PM	6:10 PM	6:20 PM	6:30 PM	6:35 PM	6:45 PM
Peak	Boat 4	35.0	35.0	5:55 PM	6:05 PM	6:10 PM	6:20 PM	6:30 PM	6:30 PM	6:40 PM	6:50 PM	6:55 PM	7:05 PM
Peak	Boat 1	35.0	35.0	6:15 PM	6:25 PM	6:30 PM	6:40 PM	6:50 PM	6:50 PM	7:00 PM	7:10 PM	7:15 PM	7:25 PM
Peak	Boat 2	35.0	35.0	6:30 PM	6:40 PM	6:45 PM	6:55 PM	7:05 PM	7:05 PM	7:15 PM	7:25 PM	7:30 PM	7:40 PM
Off-Peak	Boat 1	35.0	35.0	7:15 PM	7:25 PM	7:30 PM	7:40 PM	7:50 PM	7:50 PM	8:00 PM	8:10 PM	8:15 PM	8:25 PM
Off-Peak	Boat 2	35.0	35.0	8:00 PM	8:10 PM	8:15 PM	8:25 PM	8:35 PM	8:35 PM	8:45 PM	8:55 PM	9:00 PM	9:10 PM
Off-Peak	Boat 1	35.0	35.0	8:45 PM	8:55 PM	9:00 PM	9:10 PM	9:20 PM	9:25 PM	9:35 PM	9:45 PM	9:50 PM	10:00 PM





	Week	ronds	Δ.	storio to	Wall Str	eet/Pier	11	١٨/	all Strag	t/Pier 11	to Astor	rio
	vveer	tenas	A	storia to	vvali Str	eet/Fier	11	VV	an Stree	t/Pier II	to Astor	Id
	Minutes from Astoria to WS/P11	Minutes from WS/P11 to Astoria	Astoria	Roosevelt Island	Long Island City North	East 34th Street	Wall Street/Pier 11	Wall Street/Pier 11	East 34th Street	Long Island City North	Roosevelt Island	Astoria
	ter minut ween sto			10.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	10.0
				Should	ers (Mar	ch, Sept	ember-O	ctober)				
Boat 1	35.0	35.0	6:30 AM	6:40 AM	6:45 AM	6:55 AM	7:05 AM	7:05 AM	7:15 AM	7:25 AM	7:30 AM	7:40 AM
Boat 2	35.0	35.0	7:30 AM	7:40 AM	7:45 AM	7:55 AM	8:05 AM	8:05 AM	8:15 AM	8:25 AM	8:30 AM	8:40 AM
Boat 1	35.0	35.0	8:30 AM	8:40 AM	8:45 AM	8:55 AM	9:05 AM	9:05 AM	9:15 AM	9:25 AM	9:30 AM	9:40 AM
Boat 2	35.0	35.0	9:30 AM	9:40 AM	9:45 AM	9:55 AM	10:05 AM	10:05 AM	10:15 AM	10:25 AM	10:30 AM	10:40 AM
Boat 1	35.0	35.0	10:30 AM	10:40 AM	10:45 AM	10:55 AM	11:05 AM	11:05 AM	11:15 AM	11:25 AM	11:30 AM	11:40 AM
Boat 2	35.0	35.0	11:30 AM	11:40 AM	11:45 AM	11:55 AM	12:05 PM	12:05 PM	12:15 PM	12:25 PM	12:30 PM	12:40 PM
Boat 1	35.0	35.0	12:30 PM	12:40 PM	12:45 PM	12:55 PM	1:05 PM	1:05 PM	1:15 PM	1:25 PM	1:30 PM	1:40 PM
Boat 2	35.0	35.0	1:30 PM	1:40 PM	1:45 PM	1:55 PM	2:05 PM	2:05 PM	2:15 PM	2:25 PM	2:30 PM	2:40 PM
Boat 1	35.0	35.0	2:30 PM	2:40 PM	2:45 PM	2:55 PM	3:05 PM	3:05 PM	3:15 PM	3:25 PM	3:30 PM	3:40 PM
Boat 2	35.0	35.0	3:30 PM	3:40 PM	3:45 PM	3:55 PM	4:05 PM	4:05 PM	4:15 PM	4:25 PM	4:30 PM	4:40 PM
Boat 1	35.0	35.0	4:30 PM	4:40 PM	4:45 PM	4:55 PM	5:05 PM	5:05 PM	5:15 PM	5:25 PM	5:30 PM	5:40 PM
Boat 2	35.0	35.0	5:30 PM	5:40 PM	5:45 PM	5:55 PM	6:05 PM	6:05 PM	6:15 PM	6:25 PM	6:30 PM	6:40 PM
Boat 1	35.0	35.0	6:30 PM	6:40 PM	6:45 PM	6:55 PM	7:05 PM	7:05 PM	7:15 PM	7:25 PM	7:30 PM	7:40 PM
Boat 2	35.0	35.0	7:30 PM	7:40 PM	7:45 PM	7:55 PM	8:05 PM	8:05 PM	8:15 PM	8:25 PM	8:30 PM	8:40 PM
Boat 1	35.0	35.0	8:30 PM	8:40 PM	8:45 PM	8:55 PM	9:05 PM	9:25 PM	9:35 PM	9:45 PM	9:50 PM	10:00 PM





		Week	days	As	storia to	Wall Str	eet/Pier	11	W	all Stree	t/Pier 11	to Astor	ia
		Minutes from Astoria to WS/P11	Minutes from WS/P11 to Astoria	Astoria	Roosevelt Island	Long Island City North	East 34th Street	Wall Street/Pier 11	Wall Street/Pier 11	East 34th Street	Long Island City North	Roosevelt Island	Astoria
		ter minut ween sto			10.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	10.0
						Summe	r (April-	August)					
Off-Peak	Boat 1	35.0	35.0	6:30 AM	6:40 AM	6:45 AM	6:55 AM	7:05 AM	7:05 AM	7:15 AM	7:25 AM	7:30 AM	7:40 AM
Off-Peak	Boat 2	35.0	35.0	6:50 AM	7:00 AM	7:05 AM	7:15 AM	7:25 AM	7:25 AM	7:35 AM	7:45 AM	7:50 AM	8:00 AM
Peak	Boat 3	35.0	35.0	7:10 AM	7:20 AM	7:25 AM	7:35 AM	7:45 AM	7:45 AM	7:55 AM	8:05 AM	8:10 AM	8:20 AM
Peak	Boat 4	35.0	35.0	7:30 AM	7:40 AM	7:45 AM	7:55 AM	8:05 AM	8:05 AM	8:15 AM	8:25 AM	8:30 AM	8:40 AM
Peak	Boat 1	35.0	35.0	7:50 AM	8:00 AM	8:05 AM	8:15 AM	8:25 AM	8:25 AM	8:35 AM	8:45 AM	8:50 AM	9:00 AM
Peak	Boat 2	35.0	35.0	8:10 AM	8:20 AM	8:25 AM	8:35 AM	8:45 AM	8:45 AM	8:55 AM	9:05 AM	9:10 AM	9:20 AM
Peak	Boat 3	35.0	35.0	8:30 AM	8:40 AM	8:45 AM	8:55 AM	9:05 AM	9:05 AM	9:15 AM	9:25 AM	9:30 AM	9:40 AM
Peak	Boat 4	35.0	35.0	8:50 AM	9:00 AM	9:05 AM	9:15 AM	9:25 AM	9:25 AM	9:35 AM	9:45 AM	9:50 AM	10:00 AM
Peak	Boat 1	35.0	35.0	9:10 AM	9:20 AM	9:25 AM	9:35 AM	9:45 AM	9:45 AM	9:55 AM	10:05 AM	10:10 AM	10:20 AM
Off-Peak	Boat 2	35.0	35.0	9:55 AM	10:05 AM	10:10 AM	10:20 AM	10:30 AM	10:30 AM	10:40 AM	10:50 AM	10:55 AM	11:05 AM
Off-Peak	Boat 1	35.0	35.0	10:40 AM	10:50 AM	10:55 AM	11:05 AM	11:15 AM	11:15 AM	11:25 AM	11:35 AM	11:40 AM	11:50 AM
Off-Peak	Boat 2	35.0	35.0	11:25 AM	11:35 AM	11:40 AM	11:50 AM	12:00 PM	12:00 PM	12:10 PM	12:20 PM	12:25 PM	12:35 PM
Off-Peak	Boat 1	35.0	35.0	12:10 PM	12:20 PM	12:25 PM	12:35 PM	12:45 PM	12:45 PM	12:55 PM	1:05 PM	1:10 PM	1:20 PM
Off-Peak	Boat 2	35.0	35.0	12:55 PM	1:05 PM	1:10 PM	1:20 PM	1:30 PM	1:30 PM	1:40 PM	1:50 PM	1:55 PM	2:05 PM
Off-Peak	Boat 1	35.0	35.0	1:40 PM	1:50 PM	1:55 PM	2:05 PM	2:15 PM	2:15 PM	2:25 PM	2:35 PM	2:40 PM	2:50 PM
Off-Peak	Boat 2	35.0	35.0	2:25 PM	2:35 PM	2:40 PM	2:50 PM	3:00 PM	3:00 PM	3:10 PM	3:20 PM	3:25 PM	3:35 PM
Off-Peak	Boat 1	35.0	35.0	3:10 PM	3:20 PM	3:25 PM	3:35 PM	3:45 PM	3:45 PM	3:55 PM	4:05 PM	4:10 PM	4:20 PM
Off-Peak	Boat 2	35.0	35.0	3:55 PM	4:05 PM	4:10 PM	4:20 PM	4:30 PM	4:30 PM	4:40 PM	4:50 PM	4:55 PM	5:05 PM
Peak	Boat 3	35.0	35.0	4:15 PM	4:25 PM	4:30 PM	4:40 PM	4:50 PM	4:50 PM	5:00 PM	5:10 PM	5:15 PM	5:25 PM
Peak	Boat 4	35.0	35.0	4:35 PM	4:45 PM	4:50 PM	5:00 PM	5:10 PM	5:10 PM	5:20 PM	5:30 PM	5:35 PM	5:45 PM
Peak	Boat 1	35.0	35.0	4:55 PM	5:05 PM	5:10 PM	5:20 PM	5:30 PM	5:30 PM	5:40 PM	5:50 PM	5:55 PM	6:05 PM
Peak	Boat 2	35.0	35.0	5:15 PM	5:25 PM	5:30 PM	5:40 PM	5:50 PM	5:50 PM	6:00 PM	6:10 PM	6:15 PM	6:25 PM
Peak	Boat 3	35.0	35.0	5:35 PM	5:45 PM	5:50 PM	6:00 PM	6:10 PM	6:10 PM	6:20 PM	6:30 PM	6:35 PM	6:45 PM
Peak	Boat 4	35.0	35.0	5:55 PM	6:05 PM	6:10 PM	6:20 PM	6:30 PM	6:30 PM	6:40 PM	6:50 PM	6:55 PM	7:05 PM
Peak	Boat 1	35.0	35.0	6:15 PM	6:25 PM	6:30 PM	6:40 PM	6:50 PM	6:50 PM	7:00 PM	7:10 PM	7:15 PM	7:25 PM
Peak	Boat 2	35.0	35.0	6:30 PM	6:40 PM	6:45 PM	6:55 PM	7:05 PM	7:05 PM	7:15 PM	7:25 PM	7:30 PM	7:40 PM
Off-Peak	Boat 1	35.0	35.0	7:15 PM	7:25 PM	7:30 PM	7:40 PM	7:50 PM	7:50 PM	8:00 PM	8:10 PM	8:15 PM	8:25 PM
Off-Peak	Boat 2	35.0	35.0	8:00 PM	8:10 PM	8:15 PM	8:25 PM	8:35 PM	8:35 PM	8:45 PM	8:55 PM	9:00 PM	9:10 PM
Off-Peak	Boat 1	35.0	35.0	8:45 PM	8:55 PM	9:00 PM	9:10 PM	9:20 PM	9:25 PM	9:35 PM	9:45 PM	9:50 PM	10:00 PM





	Week	rends	Δ	storia to	Wall Str	eet/Pier	11	W	all Stree	t/Pier 11	to Astor	ria
	*****	Conas	, ,	otoria to	vvan otr	001/1101	''	• • •	un onco	171101 11	10 7 13101	
	Minutes from Astoria to WS/P11	Minutes from WS/P11 to Astoria	Astoria	Roosevelt Island	Long Island City North	East 34th Street	Wall Street/Pier 11	Wall Street/Pier 11	East 34th Street	Long Island City North	Roosevelt Island	Astoria
	ter minut ween sto			10.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	10.0
					Summe	r (April-	August)					
Boat 1	35.0	35.0	6:30 AM	6:40 AM	6:45 AM	6:55 AM	7:05 AM	7:05 AM	7:15 AM	7:25 AM	7:30 AM	7:40 AM
Boat 2	35.0	35.0	7:15 AM	7:25 AM	7:30 AM	7:40 AM	7:50 AM	7:50 AM	8:00 AM	8:10 AM	8:15 AM	8:25 AM
Boat 1	35.0	35.0	8:00 AM	8:10 AM	8:15 AM	8:25 AM	8:35 AM	8:35 AM	8:45 AM	8:55 AM	9:00 AM	9:10 AM
Boat 2	35.0	35.0	8:45 AM	8:55 AM	9:00 AM	9:10 AM	9:20 AM	9:20 AM	9:30 AM	9:40 AM	9:45 AM	9:55 AM
Boat 1	35.0	35.0	9:30 AM	9:40 AM	9:45 AM	9:55 AM	10:05 AM	10:05 AM	10:15 AM	10:25 AM	10:30 AM	10:40 AM
Boat 2	35.0	35.0	10:15 AM	10:25 AM	10:30 AM	10:40 AM	10:50 AM	10:50 AM	11:00 AM	11:10 AM	11:15 AM	11:25 AM
Boat 1	35.0	35.0	11:00 AM	11:10 AM	11:15 AM	11:25 AM	11:35 AM	11:35 AM	11:45 AM	11:55 AM	12:00 PM	12:10 PM
Boat 2	35.0	35.0	11:45 AM	11:55 AM	12:00 PM	12:10 PM	12:20 PM	12:20 PM	12:30 PM	12:40 PM	12:45 PM	12:55 PM
Boat 1	35.0	35.0	12:30 PM	12:40 PM	12:45 PM	12:55 PM	1:05 PM	1:05 PM	1:15 PM	1:25 PM	1:30 PM	1:40 PM
Boat 2	35.0	35.0	1:15 PM	1:25 PM	1:30 PM	1:40 PM	1:50 PM	1:50 PM	2:00 PM	2:10 PM	2:15 PM	2:25 PM
Boat 1	35.0	35.0	2:00 PM	2:10 PM	2:15 PM	2:25 PM	2:35 PM	2:35 PM	2:45 PM	2:55 PM	3:00 PM	3:10 PM
Boat 2	35.0	35.0	2:45 PM	2:55 PM	3:00 PM	3:10 PM	3:20 PM	3:20 PM	3:30 PM	3:40 PM	3:45 PM	3:55 PM
Boat 1	35.0	35.0	3:30 PM	3:40 PM	3:45 PM	3:55 PM	4:05 PM	4:05 PM	4:15 PM	4:25 PM	4:30 PM	4:40 PM
Boat 2	35.0	35.0	4:15 PM	4:25 PM	4:30 PM	4:40 PM	4:50 PM	4:50 PM	5:00 PM	5:10 PM	5:15 PM	5:25 PM
Boat 1	35.0	35.0	5:00 PM	5:10 PM	5:15 PM	5:25 PM	5:35 PM	5:35 PM	5:45 PM	5:55 PM	6:00 PM	6:10 PM
Boat 2	35.0	35.0	5:45 PM	5:55 PM	6:00 PM	6:10 PM	6:20 PM	6:20 PM	6:30 PM	6:40 PM	6:45 PM	6:55 PM
Boat 1	35.0	35.0	6:30 PM	6:40 PM	6:45 PM	6:55 PM	7:05 PM	7:05 PM	7:15 PM	7:25 PM	7:30 PM	7:40 PM
Boat 2	35.0	35.0	7:15 PM	7:25 PM	7:30 PM	7:40 PM	7:50 PM	7:50 PM	8:00 PM	8:10 PM	8:15 PM	8:25 PM
Boat 1	35.0	35.0	8:00 PM	8:10 PM	8:15 PM	8:25 PM	8:35 PM	8:35 PM	8:45 PM	8:55 PM	9:00 PM	9:10 PM
Boat 2	35.0	35.0	8:45 PM	8:55 PM	9:00 PM	9:10 PM	9:20 PM	9:25 PM	9:35 PM	9:45 PM	9:50 PM	10:00 PM





South Brooklyn Route

		Weel	davs	5	S. Brook	lvn to W	all Stree	et/Pier 1	1	Wa	II Street	/Pier 11	to Sout	h Brookl	lvn
		Minutes from S. Brooklyn to WS/P11		Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
		er minu veen st			6.0	7.0	5.0	5.0	10.0	0.0	10.0	5.0	5.0	7.0	6.0
						٧	Vinter (1	Novemb	er - Feb	ruary)					
Off-Peak	Boat 1	33.0	33.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:03 AM	7:13 AM	7:18 AM	7:23 AM	7:30 AM	7:36 AM
Peak	Boat 2	33.0	33.0	7:00 AM	7:06 AM	7:13 AM	7:18 AM	7:23 AM	7:33 AM	7:33 AM	7:43 AM	7:48 AM	7:53 AM	8:00 AM	8:06 AM
Peak	Boat 3	33.0	33.0	7:30 AM	7:36 AM	7:43 AM	7:48 AM	7:53 AM	8:03 AM	8:03 AM	8:13 AM	8:18 AM	8:23 AM	8:30 AM	8:36 AM
Peak	Boat 1	33.0	33.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:33 AM	8:43 AM	8:48 AM	8:53 AM	9:00 AM	9:06 AM
Peak	Boat 2	33.0	33.0	8:30 AM	8:36 AM	8:43 AM	8:48 AM	8:53 AM	9:03 AM	9:03 AM	9:13 AM	9:18 AM	9:23 AM	9:30 AM	9:36 AM
Peak	Boat 3	33.0	33.0	9:00 AM	9:06 AM	9:13 AM	9:18 AM	9:23 AM	9:33 AM	9:33 AM	9:43 AM	9:48 AM	9:53 AM	10:00 AM	10:06 AM
Peak	Boat 1	33.0	33.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:03 AM	10:13 AM	10:18 AM	10:23 AM	10:30 AM	10:36 AM
Off-Peak	Boat 2	33.0	33.0	10:30 AM	10:36 AM	10:43 AM	10:48 AM	10:53 AM	11:03 AM	11:03 AM	11:13 AM	11:18 AM	11:23 AM	11:30 AM	11:36 AM
Off-Peak	Boat 1	33.0	33.0	11:30 AM	11:36 AM	11:43 AM	11:48 AM	11:53 AM	12:03 PM	12:03 PM	12:13 PM	12:18 PM	12:23 PM	12:30 PM	12:36 PM
Off-Peak	Boat 2	33.0	33.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:03 PM	1:13 PM	1:18 PM	1:23 PM	1:30 PM	1:36 PM
Off-Peak	Boat 1	33.0	33.0	1:30 PM	1:36 PM	1:43 PM	1:48 PM	1:53 PM	2:03 PM	2:03 PM	2:13 PM	2:18 PM	2:23 PM	2:30 PM	2:36 PM
Off-Peak	Boat 2	33.0	33.0	2:30 PM	2:36 PM	2:43 PM	2:48 PM	2:53 PM	3:03 PM	3:03 PM	3:13 PM	3:18 PM	3:23 PM	3:30 PM	3:36 PM
Off-Peak	Boat 1	33.0	33.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:03 PM	4:13 PM	4:18 PM	4:23 PM	4:30 PM	4:36 PM
Peak	Boat 2	33.0	33.0	4:00 PM	4:06 PM	4:13 PM	4:18 PM	4:23 PM	4:33 PM	4:33 PM	4:43 PM	4:48 PM	4:53 PM	5:00 PM	5:06 PM
Peak	Boat 1	33.0	33.0	4:30 PM	4:36 PM	4:43 PM	4:48 PM	4:53 PM	5:03 PM	5:03 PM	5:13 PM	5:18 PM	5:23 PM	5:30 PM	5:36 PM
Peak	Boat 2	33.0	33.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:33 PM	5:43 PM	5:48 PM	5:53 PM	6:00 PM	6:06 PM
Peak	Boat 3	33.0	33.0	5:30 PM	5:36 PM	5:43 PM	5:48 PM	5:53 PM	6:03 PM	6:03 PM	6:13 PM	6:18 PM	6:23 PM	6:30 PM	6:36 PM
Peak	Boat 1	33.0	33.0	6:00 PM	6:06 PM	6:13 PM	6:18 PM	6:23 PM	6:33 PM	6:33 PM	6:43 PM	6:48 PM	6:53 PM	7:00 PM	7:06 PM
Peak	Boat 2	33.0	33.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:03 PM	7:13 PM	7:18 PM	7:23 PM	7:30 PM	7:36 PM
Off-Peak	Boat 1	33.0	33.0	7:30 PM	7:36 PM	7:43 PM	7:48 PM	7:53 PM	8:03 PM	8:03 PM	8:13 PM	8:18 PM	8:23 PM	8:30 PM	8:36 PM
Off-Peak	Boat 2	33.0	33.0	8:30 PM	8:36 PM	8:43 PM	8:48 PM	8:53 PM	9:03 PM	9:03 PM	9:13 PM	9:18 PM	9:23 PM	9:30 PM	9:36 PM
Off-Peak	Boat 1	33.0	33.0	9:00 PM	9:06 PM	9:13 PM	9:18 PM	9:23 PM	9:33 PM	9:33 PM	9:43 PM	9:48 PM	9:53 PM	10:00 PM	10:06 PM





	Week	ends	5	6. Brook	lyn to W	all Stree	et/Pier 1	1	Wa	II Street	t/Pier 11	to Sout	h Brook	lyn
	Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
	er minu veen st			6.0	7.0	5.0	5.0	10.0	0.0	10.0	5.0	5.0	7.0	6.0
					١	۷inter (۱	Novemb	er - Feb	ruary)					
Boat 1	33.0	33.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:03 AM	7:13 AM	7:18 AM	7:23 AM	7:30 AM	7:36 AM
Boat 1	33.0	33.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:33 AM	8:43 AM	8:48 AM	8:53 AM	9:00 AM	9:06 AM
Boat 1	33.0	33.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:03 AM	10:13 AM	10:18 AM	10:23 AM	10:30 AM	10:36 AM
Boat 1	33.0	33.0	11:00 AM	11:06 AM	11:13 AM	11:18 AM	11:23 AM	11:33 AM	11:33 AM	11:43 AM	11:48 AM	11:53 AM	12:00 PM	12:06 PM
Boat 1	33.0	33.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:03 PM	1:13 PM	1:18 PM	1:23 PM	1:30 PM	1:36 PM
Boat 1	33.0	33.0	2:00 PM	2:06 PM	2:13 PM	2:18 PM	2:23 PM	2:33 PM	2:33 PM	2:43 PM	2:48 PM	2:53 PM	3:00 PM	3:06 PM
Boat 1	33.0	33.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:03 PM	4:13 PM	4:18 PM	4:23 PM	4:30 PM	4:36 PM
Boat 1	33.0	33.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:33 PM	5:43 PM	5:48 PM	5:53 PM	6:00 PM	6:06 PM
Boat 1	33.0	33.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:03 PM	7:13 PM	7:18 PM	7:23 PM	7:30 PM	7:36 PM
Boat 1	33.0	33.0	8:00 PM	8:06 PM	8:13 PM	8:18 PM	8:23 PM	8:33 PM	8:33 PM	8:43 PM	8:48 PM	8:53 PM	9:00 PM	9:06 PM
Boat 1	33.0	33.0	9:30 PM	9:36 PM	9:43 PM	9:48 PM	9:53 PM	10:03 PM	10:03 PM	10:13 PM	10:18 PM	10:23 PM	10:30 PM	10:36 PM





		Week	daya		S. Brook	lve to W	all Street	t/Pior-1	1	\A/c	II Straet	·/Pior 11	to Sout	h Brookl	vn –
). Б ГООК	i y ii to vv	an Stree	t/Fier I		VVa	m Street	Pier II	to Sout	I DIOOKI	yII
		Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
		er minu veen st			6.0	7.0	5.0	5.0	10.0	0.0	10.0	5.0	5.0	7.0	6.0
						Shou	lders (M	arch, Se	ptembe	r-Octob	er)				
Off-Peak	Boat 1	33.0	33.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:03 AM	7:13 AM	7:18 AM	7:23 AM	7:30 AM	7:36 AM
Peak	Boat 2	33.0	33.0	7:00 AM	7:06 AM	7:13 AM	7:18 AM	7:23 AM	7:33 AM	7:33 AM	7:43 AM	7:48 AM	7:53 AM	8:00 AM	8:06 AM
Peak	Boat 3	33.0	33.0	7:30 AM	7:36 AM	7:43 AM	7:48 AM	7:53 AM	8:03 AM	8:03 AM	8:13 AM	8:18 AM	8:23 AM	8:30 AM	8:36 AM
Peak	Boat 1	33.0	33.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:33 AM	8:43 AM	8:48 AM	8:53 AM	9:00 AM	9:06 AM
Peak	Boat 2	33.0	33.0	8:30 AM	8:36 AM	8:43 AM	8:48 AM	8:53 AM	9:03 AM	9:03 AM	9:13 AM	9:18 AM	9:23 AM	9:30 AM	9:36 AM
Peak	Boat 3	33.0	33.0	9:00 AM	9:06 AM	9:13 AM	9:18 AM	9:23 AM	9:33 AM	9:33 AM	9:43 AM	9:48 AM	9:53 AM	10:00 AM	10:06 AM
Peak	Boat 1	33.0	33.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:03 AM	10:13 AM	10:18 AM	10:23 AM	10:30 AM	10:36 AM
Off-Peak	Boat 2	33.0	33.0	10:15 AM	10:21 AM	10:28 AM	10:33 AM	10:38 AM	10:48 AM	10:48 AM	10:58 AM	11:03 AM	11:08 AM	11:15 AM	11:21 AM
Off-Peak	Boat 1	33.0	33.0	11:00 AM	11:06 AM	11:13 AM	11:18 AM	11:23 AM	11:33 AM	11:33 AM	11:43 AM	11:48 AM	11:53 AM	12:00 PM	12:06 PM
Off-Peak	Boat 2	33.0	33.0	11:45 AM	11:51 AM	11:58 AM	12:03 PM	12:08 PM	12:18 PM	12:18 PM	12:28 PM	12:33 PM	12:38 PM	12:45 PM	12:51 PM
Off-Peak	Boat 1	33.0	33.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:03 PM	1:13 PM	1:18 PM	1:23 PM	1:30 PM	1:36 PM
Off-Peak	Boat 2	33.0	33.0	1:15 PM	1:21 PM	1:28 PM	1:33 PM	1:38 PM	1:48 PM	1:48 PM	1:58 PM	2:03 PM	2:08 PM	2:15 PM	2:21 PM
Off-Peak	Boat 1	33.0	33.0	2:00 PM	2:06 PM	2:13 PM	2:18 PM	2:23 PM	2:33 PM	2:33 PM	2:43 PM	2:48 PM	2:53 PM	3:00 PM	3:06 PM
Off-Peak	Boat 2	33.0	33.0	2:45 PM	2:51 PM	2:58 PM	3:03 PM	3:08 PM	3:18 PM	3:18 PM	3:28 PM	3:33 PM	3:38 PM	3:45 PM	3:51 PM
Off-Peak	Boat 1	33.0	33.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:03 PM	4:13 PM	4:18 PM	4:23 PM	4:30 PM	4:36 PM
Peak	Boat 2	33.0	33.0	4:00 PM	4:06 PM	4:13 PM	4:18 PM	4:23 PM	4:33 PM	4:33 PM	4:43 PM	4:48 PM	4:53 PM	5:00 PM	5:06 PM
Peak	Boat 3	33.0	33.0	4:30 PM	4:36 PM	4:43 PM	4:48 PM	4:53 PM	5:03 PM	5:03 PM	5:13 PM	5:18 PM	5:23 PM	5:30 PM	5:36 PM
Peak	Boat 1	33.0	33.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:33 PM	5:43 PM	5:48 PM	5:53 PM	6:00 PM	6:06 PM
Peak	Boat 2	33.0	33.0	5:30 PM	5:36 PM	5:43 PM	5:48 PM	5:53 PM	6:03 PM	6:03 PM	6:13 PM	6:18 PM	6:23 PM	6:30 PM	6:36 PM
Peak	Boat 3	33.0	33.0	6:00 PM	6:06 PM	6:13 PM	6:18 PM	6:23 PM	6:33 PM	6:33 PM	6:43 PM	6:48 PM	6:53 PM	7:00 PM	7:06 PM
Peak	Boat 1	33.0	33.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:03 PM	7:13 PM	7:18 PM	7:23 PM	7:30 PM	7:36 PM
Off-Peak	Boat 2	33.0	33.0	7:15 PM	7:21 PM	7:28 PM	7:33 PM	7:38 PM	7:48 PM	7:48 PM	7:58 PM	8:03 PM	8:08 PM	8:15 PM	8:21 PM
Off-Peak	Boat 1	33.0	33.0	8:00 PM	8:06 PM	8:13 PM	8:18 PM	8:23 PM	8:33 PM	8:33 PM	8:43 PM	8:48 PM	8:53 PM	9:00 PM	9:06 PM
Off-Peak	Boat 2	33.0	33.0	8:45 PM	8:51 PM	8:58 PM	9:03 PM	9:08 PM	9:18 PM	9:30 PM	9:40 PM	9:45 PM	9:50 PM	9:57 PM	10:03 PM





	Week	ends	9	S Brook	lyn to W	all Stree	et/Pier 1	1	Wa	II Street	Pier 11	to Sout	h Brookl	vn
	VVCCK	CHUS		J. BIOOK	iyii to vv	an once) t/1 101 1		***	iii Oti CC	./1101 11	loodit	II BIOOKI	уп
	Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
	er minu veen st			6.0	7.0	5.0	5.0	10.0	0.0	10.0	5.0	5.0	7.0	6.0
					Shou	lders (M	arch, Se	eptembe	r-Octob	er)				
Boat 1	33.0	33.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:03 AM	7:13 AM	7:18 AM	7:23 AM	7:30 AM	7:36 AM
Boat 2	33.0	33.0	7:30 AM	7:36 AM	7:43 AM	7:48 AM	7:53 AM	8:03 AM	8:03 AM	8:13 AM	8:18 AM	8:23 AM	8:30 AM	8:36 AM
Boat 1	33.0	33.0	8:30 AM	8:36 AM	8:43 AM	8:48 AM	8:53 AM	9:03 AM	9:03 AM	9:13 AM	9:18 AM	9:23 AM	9:30 AM	9:36 AM
Boat 2	33.0	33.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:03 AM	10:13 AM	10:18 AM	10:23 AM	10:30 AM	10:36 AM
Boat 1	33.0	33.0	10:30 AM	10:36 AM	10:43 AM	10:48 AM	10:53 AM	11:03 AM	11:03 AM	11:13 AM	11:18 AM	11:23 AM	11:30 AM	11:36 AM
Boat 2	33.0	33.0	11:30 AM	11:36 AM	11:43 AM	11:48 AM	11:53 AM	12:03 PM	12:03 PM	12:13 PM	12:18 PM	12:23 PM	12:30 PM	12:36 PM
Boat 1	33.0	33.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:03 PM	1:13 PM	1:18 PM	1:23 PM	1:30 PM	1:36 PM
Boat 2	33.0	33.0	1:30 PM	1:36 PM	1:43 PM	1:48 PM	1:53 PM	2:03 PM	2:03 PM	2:13 PM	2:18 PM	2:23 PM	2:30 PM	2:36 PM
Boat 1	33.0	33.0	2:30 PM	2:36 PM	2:43 PM	2:48 PM	2:53 PM	3:03 PM	3:03 PM	3:13 PM	3:18 PM	3:23 PM	3:30 PM	3:36 PM
Boat 2	33.0	33.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:03 PM	4:13 PM	4:18 PM	4:23 PM	4:30 PM	4:36 PM
Boat 1	33.0	33.0	4:30 PM	4:36 PM	4:43 PM	4:48 PM	4:53 PM	5:03 PM	5:03 PM	5:13 PM	5:18 PM	5:23 PM	5:30 PM	5:36 PM
Boat 2	33.0	33.0	5:30 PM	5:36 PM	5:43 PM	5:48 PM	5:53 PM	6:03 PM	6:03 PM	6:13 PM	6:18 PM	6:23 PM	6:30 PM	6:36 PM
Boat 1	33.0	33.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:03 PM	7:13 PM	7:18 PM	7:23 PM	7:30 PM	7:36 PM
Boat 2	33.0	33.0	7:30 PM	7:36 PM	7:43 PM	7:48 PM	7:53 PM	8:03 PM	8:03 PM	8:13 PM	8:18 PM	8:23 PM	8:30 PM	8:36 PM
Boat 1	33.0	33.0	8:30 PM	8:36 PM	8:43 PM	8:48 PM	8:53 PM	9:03 PM	9:30 PM	9:40 PM	9:45 PM	9:50 PM	9:57 PM	10:03 PM





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		Week	aays		S. Brook	lyn to vv	all Stree	et/Pier i	ı	VVa	III Street	Pier II	to Sout	h Brookl	yn
		Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
		er minu veen st			6.0	7.0	5.0	5.0	10.0	0.0	10.0	5.0	5.0	7.0	6.0
							Sumr	ner (Apı	ril-Augu	st)					
Off-Peak	Boat 1	33.0	33.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:03 AM	7:13 AM	7:18 AM	7:23 AM	7:30 AM	7:36 AM
Peak	Boat 2	33.0	33.0	7:00 AM	7:06 AM	7:13 AM	7:18 AM	7:23 AM	7:33 AM	7:33 AM	7:43 AM	7:48 AM	7:53 AM	8:00 AM	8:06 AM
Peak	Boat 3	33.0	33.0	7:30 AM	7:36 AM	7:43 AM	7:48 AM	7:53 AM	8:03 AM	8:03 AM	8:13 AM	8:18 AM	8:23 AM	8:30 AM	8:36 AM
Peak	Boat 1	33.0	33.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:33 AM	8:43 AM	8:48 AM	8:53 AM	9:00 AM	9:06 AM
Peak	Boat 2	33.0	33.0	8:30 AM	8:36 AM	8:43 AM	8:48 AM	8:53 AM	9:03 AM	9:03 AM	9:13 AM	9:18 AM	9:23 AM	9:30 AM	9:36 AM
Peak	Boat 3	33.0	33.0	9:00 AM	9:06 AM	9:13 AM	9:18 AM	9:23 AM	9:33 AM	9:33 AM	9:43 AM	9:48 AM	9:53 AM	10:00 AM	10:06 AM
Peak	Boat 1	33.0	33.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:03 AM	10:13 AM	10:18 AM	10:23 AM	10:30 AM	10:36 AM
Off-Peak	Boat 2	33.0	33.0	10:15 AM	10:21 AM	10:28 AM	10:33 AM	10:38 AM	10:48 AM	10:48 AM	10:58 AM	11:03 AM	11:08 AM	11:15 AM	11:21 AM
Off-Peak	Boat 1	33.0	33.0	11:00 AM	11:06 AM	11:13 AM	11:18 AM	11:23 AM	11:33 AM	11:33 AM	11:43 AM	11:48 AM	11:53 AM	12:00 PM	12:06 PM
Off-Peak	Boat 2	33.0	33.0	11:45 AM	11:51 AM	11:58 AM	12:03 PM	12:08 PM	12:18 PM	12:18 PM	12:28 PM	12:33 PM	12:38 PM	12:45 PM	12:51 PM
Off-Peak	Boat 1	33.0	33.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:03 PM	1:13 PM	1:18 PM	1:23 PM	1:30 PM	1:36 PM
Off-Peak	Boat 2	33.0	33.0	1:15 PM	1:21 PM	1:28 PM	1:33 PM	1:38 PM	1:48 PM	1:48 PM	1:58 PM	2:03 PM	2:08 PM	2:15 PM	2:21 PM
Off-Peak	Boat 1	33.0	33.0	2:00 PM	2:06 PM	2:13 PM	2:18 PM	2:23 PM	2:33 PM	2:33 PM	2:43 PM	2:48 PM	2:53 PM	3:00 PM	3:06 PM
Off-Peak	Boat 2	33.0	33.0	2:45 PM	2:51 PM	2:58 PM	3:03 PM	3:08 PM	3:18 PM	3:18 PM	3:28 PM	3:33 PM	3:38 PM	3:45 PM	3:51 PM
Off-Peak	Boat 1	33.0	33.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:03 PM	4:13 PM	4:18 PM	4:23 PM	4:30 PM	4:36 PM
Peak	Boat 2	33.0	33.0	4:00 PM	4:06 PM	4:13 PM	4:18 PM	4:23 PM	4:33 PM	4:33 PM	4:43 PM	4:48 PM	4:53 PM	5:00 PM	5:06 PM
Peak	Boat 3	33.0	33.0	4:30 PM	4:36 PM	4:43 PM	4:48 PM	4:53 PM	5:03 PM	5:03 PM	5:13 PM	5:18 PM	5:23 PM	5:30 PM	5:36 PM
Peak	Boat 1	33.0	33.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:33 PM	5:43 PM	5:48 PM	5:53 PM	6:00 PM	6:06 PM
Peak	Boat 2	33.0	33.0	5:30 PM	5:36 PM	5:43 PM	5:48 PM	5:53 PM	6:03 PM	6:03 PM	6:13 PM	6:18 PM	6:23 PM	6:30 PM	6:36 PM
Peak	Boat 3	33.0	33.0	6:00 PM	6:06 PM	6:13 PM	6:18 PM	6:23 PM	6:33 PM	6:33 PM	6:43 PM	6:48 PM	6:53 PM	7:00 PM	7:06 PM
Peak	Boat 1	33.0	33.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:03 PM	7:13 PM	7:18 PM	7:23 PM	7:30 PM	7:36 PM
Off-Peak	Boat 2	33.0	33.0	7:15 PM	7:21 PM	7:28 PM	7:33 PM	7:38 PM	7:48 PM	7:48 PM	7:58 PM	8:03 PM	8:08 PM	8:15 PM	8:21 PM
Off-Peak	Boat 1	33.0	33.0	8:00 PM	8:06 PM	8:13 PM	8:18 PM	8:23 PM	8:33 PM	8:33 PM	8:43 PM	8:48 PM	8:53 PM	9:00 PM	9:06 PM
Off-Peak	Boat 2	33.0	33.0	8:45 PM	8:51 PM	8:58 PM	9:03 PM	9:08 PM	9:18 PM	9:30 PM	9:40 PM	9:45 PM	9:50 PM	9:57 PM	10:03 PM





	Week	ends	5	S. Brook	lyn to W	all Stree	et/Pier 1	1	Wa	all Street	:/Pier 11	to Sout	h Brookl	yn
	Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
	er minu veen st			6.0	7.0	5.0	5.0	10.0	0.0	10.0	5.0	5.0	7.0	6.0
						Sumr	ner (Ap	ril-Augu	st)					
Boat 1	33.0	33.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:03 AM	7:13 AM	7:18 AM	7:23 AM	7:30 AM	7:36 AM
Boat 2	33.0	33.0	7:15 AM	7:21 AM	7:28 AM	7:33 AM	7:38 AM	7:48 AM	7:48 AM	7:58 AM	8:03 AM	8:08 AM	8:15 AM	8:21 AM
Boat 1	33.0	33.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:33 AM	8:43 AM	8:48 AM	8:53 AM	9:00 AM	9:06 AM
Boat 2	33.0	33.0	8:45 AM	8:51 AM	8:58 AM	9:03 AM	9:08 AM	9:18 AM	9:18 AM	9:28 AM	9:33 AM	9:38 AM	9:45 AM	9:51 AM
Boat 1	33.0	33.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:03 AM	10:13 AM	10:18 AM	10:23 AM	10:30 AM	10:36 AM
Boat 2	33.0	33.0	10:15 AM	10:21 AM	10:28 AM	10:33 AM	10:38 AM	10:48 AM	10:48 AM	10:58 AM	11:03 AM	11:08 AM	11:15 AM	11:21 AM
Boat 1	33.0	33.0	11:00 AM	11:06 AM	11:13 AM	11:18 AM	11:23 AM	11:33 AM	11:33 AM	11:43 AM	11:48 AM	11:53 AM	12:00 PM	12:06 PM
Boat 2	33.0	33.0	11:45 AM	11:51 AM	11:58 AM	12:03 PM	12:08 PM	12:18 PM	12:18 PM	12:28 PM	12:33 PM	12:38 PM	12:45 PM	12:51 PM
Boat 1	33.0	33.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:03 PM	1:13 PM	1:18 PM	1:23 PM	1:30 PM	1:36 PM
Boat 2	33.0	33.0	1:15 PM	1:21 PM	1:28 PM	1:33 PM	1:38 PM	1:48 PM	1:48 PM	1:58 PM	2:03 PM	2:08 PM	2:15 PM	2:21 PM
Boat 1	33.0	33.0	2:00 PM	2:06 PM	2:13 PM	2:18 PM	2:23 PM	2:33 PM	2:33 PM	2:43 PM	2:48 PM	2:53 PM	3:00 PM	3:06 PM
Boat 2	33.0	33.0	2:45 PM	2:51 PM	2:58 PM	3:03 PM	3:08 PM	3:18 PM	3:18 PM	3:28 PM	3:33 PM	3:38 PM	3:45 PM	3:51 PM
Boat 1	33.0	33.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:03 PM	4:13 PM	4:18 PM	4:23 PM	4:30 PM	4:36 PM
Boat 2	33.0	33.0	4:15 PM	4:21 PM	4:28 PM	4:33 PM	4:38 PM	4:48 PM	4:48 PM	4:58 PM	5:03 PM	5:08 PM	5:15 PM	5:21 PM
Boat 1	33.0	33.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:33 PM	5:43 PM	5:48 PM	5:53 PM	6:00 PM	6:06 PM
Boat 2	33.0	33.0	5:45 PM	5:51 PM	5:58 PM	6:03 PM	6:08 PM	6:18 PM	6:18 PM	6:28 PM	6:33 PM	6:38 PM	6:45 PM	6:51 PM
Boat 1	33.0	33.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:03 PM	7:13 PM	7:18 PM	7:23 PM	7:30 PM	7:36 PM
Boat 2	33.0	33.0	7:15 PM	7:21 PM	7:28 PM	7:33 PM	7:38 PM	7:48 PM	7:48 PM	7:58 PM	8:03 PM	8:08 PM	8:15 PM	8:21 PM
Boat 1	33.0	33.0	8:00 PM	8:06 PM	8:13 PM	8:18 PM	8:23 PM	8:33 PM	8:33 PM	8:43 PM	8:48 PM	8:53 PM	9:00 PM	9:06 PM
Boat 2	33.0	33.0	8:45 PM	8:51 PM	8:58 PM	9:03 PM	9:08 PM	9:18 PM	9:30 AM	9:40 AM	9:45 AM	9:50 AM	9:57 AM	10:03 AM





South Brooklyn/Govenor's Island Route

		Week	davs		S Bro	ooklyn 1	to Gove	rnor's l	sland			Govern	or's Isla	and to S	outh B	rooklyn	
		*****	lauyo		O. BI	JORIYII		11101 3 1	Jiana			dovern	01 0 1010		outil Di	OOKIYII	
		Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Governor's Island	Governor's Island	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
		er min veen s			6.0	7.0	5.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	5.0	7.0	6.0
							W	inter (N	lovemb	er - Feb	ruary)						
Off-Peak	Boat 1	43.0	43.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:13 AM	7:13 AM	7:23 AM	7:33 AM	7:38 AM	7:43 AM	7:50 AM	7:56 AM
Peak	Boat 2	43.0	43.0	7:00 AM	7:06 AM	7:13 AM	7:18 AM	7:23 AM	7:33 AM	7:43 AM	7:43 AM	7:53 AM	8:03 AM	8:08 AM	8:13 AM	8:20 AM	8:26 AM
Peak	Boat 3	43.0	43.0	7:30 AM	7:36 AM	7:43 AM	7:48 AM	7:53 AM	8:03 AM	8:13 AM	8:13 AM	8:23 AM	8:33 AM	8:38 AM	8:43 AM	8:50 AM	8:56 AM
Peak	Boat 1	43.0	43.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:43 AM	8:43 AM	8:53 AM	9:03 AM	9:08 AM	9:13 AM	9:20 AM	9:26 AM
Peak	Boat 2	43.0	43.0	8:30 AM	8:36 AM	8:43 AM	8:48 AM	8:53 AM	9:03 AM	9:13 AM	9:13 AM	9:23 AM	9:33 AM	9:38 AM	9:43 AM	9:50 AM	9:56 AM
Peak	Boat 3	43.0	43.0	9:00 AM	9:06 AM	9:13 AM	9:18 AM	9:23 AM	9:33 AM	9:43 AM	9:43 AM	9:53 AM	10:03 AM	10:08 AM	10:13 AM	10:20 AM	10:26 AM
Peak	Boat 1	43.0	43.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:13 AM	10:13 AM	10:23 AM	10:33 AM	10:38 AM	10:43 AM	10:50 AM	10:56 AM
Off-Peak	Boat 2	43.0	43.0	10:30 AM	10:36 AM	10:43 AM	10:48 AM	10:53 AM	11:03 AM	11:13 AM	11:13 AM	11:23 AM	11:33 AM	11:38 AM	11:43 AM	11:50 AM	11:56 AM
Off-Peak	Boat 1	43.0	43.0	11:30 AM	11:36 AM	11:43 AM	11:48 AM	11:53 AM	12:03 PM	12:13 PM	12:13 PM	12:23 PM	12:33 PM	12:38 PM	12:43 PM	12:50 PM	12:56 PM
Off-Peak	Boat 2	43.0	43.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:13 PM	1:13 PM	1:23 PM	1:33 PM	1:38 PM	1:43 PM	1:50 PM	1:56 PM
Off-Peak	Boat 1	43.0	43.0	1:30 PM	1:36 PM	1:43 PM	1:48 PM	1:53 PM	2:03 PM	2:13 PM	2:13 PM	2:23 PM	2:33 PM	2:38 PM	2:43 PM	2:50 PM	2:56 PM
Off-Peak	Boat 2	43.0	43.0	2:30 PM	2:36 PM	2:43 PM	2:48 PM	2:53 PM	3:03 PM	3:13 PM	3:13 PM	3:23 PM	3:33 PM	3:38 PM	3:43 PM	3:50 PM	3:56 PM
Off-Peak	Boat 1	43.0	43.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:13 PM	4:13 PM	4:23 PM	4:33 PM	4:38 PM	4:43 PM	4:50 PM	4:56 PM
Peak	Boat 2	43.0	43.0	4:00 PM	4:06 PM	4:13 PM	4:18 PM	4:23 PM	4:33 PM	4:43 PM	4:43 PM	4:53 PM	5:03 PM	5:08 PM	5:13 PM	5:20 PM	5:26 PM
Peak	Boat 1	43.0	43.0	4:30 PM	4:36 PM	4:43 PM	4:48 PM	4:53 PM	5:03 PM	5:13 PM	5:13 PM	5:23 PM	5:33 PM	5:38 PM	5:43 PM	5:50 PM	5:56 PM
Peak	Boat 2	43.0	43.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:43 PM	5:43 PM	5:53 PM	6:03 PM	6:08 PM	6:13 PM	6:20 PM	6:26 PM
Peak	Boat 3	43.0	43.0	5:30 PM	5:36 PM	5:43 PM	5:48 PM	5:53 PM	6:03 PM	6:13 PM	6:13 PM	6:23 PM	6:33 PM	6:38 PM	6:43 PM	6:50 PM	6:56 PM
Peak	Boat 1	43.0	43.0	6:00 PM	6:06 PM	6:13 PM	6:18 PM	6:23 PM	6:33 PM	6:43 PM	6:43 PM	6:53 PM	7:03 PM	7:08 PM	7:13 PM	7:20 PM	7:26 PM
Peak	Boat 2	43.0	43.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:13 PM	7:13 PM	7:23 PM	7:33 PM	7:38 PM	7:43 PM	7:50 PM	7:56 PM
Off-Peak	Boat 1	43.0	43.0	7:30 PM	7:36 PM	7:43 PM	7:48 PM	7:53 PM	8:03 PM	8:13 PM	8:13 PM	8:23 PM	8:33 PM	8:38 PM	8:43 PM	8:50 PM	8:56 PM
Off-Peak	Boat 2	43.0	43.0	8:30 PM	8:36 PM	8:43 PM	8:48 PM	8:53 PM	9:03 PM	9:13 PM	9:17 PM	9:27 PM	9:37 PM	9:42 PM	9:47 PM	9:54 PM	10:00 PM





	Week	days		S. Bro	ooklyn t	o Gove	rnor's l	sland			Govern	or's Isla	and to S	outh B	rooklyn	
	Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Governor's Island	Governor's Island	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
	er mini veen s			6.0	7.0	5.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	5.0	7.0	6.0
						W	inter (N	lovemb	er - Feb	ruary)						
Boat 1	43.0	43.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:13 AM	7:13 AM	7:23 AM	7:33 AM	7:38 AM	7:43 AM	7:50 AM	7:56 AM
Boat 2	43.0	43.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:43 AM	8:43 AM	8:53 AM	9:03 AM	9:08 AM	9:13 AM	9:20 AM	9:26 AM
Boat 1	43.0	43.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:13 AM	10:13 AM	10:23 AM	10:33 AM	10:38 AM	10:43 AM	10:50 AM	10:56 AM
Boat 2	43.0	43.0	11:00 AM	11:06 AM	11:13 AM	11:18 AM	11:23 AM	11:33 AM	11:43 AM	11:43 AM	11:53 AM	12:03 PM	12:08 PM	12:13 PM	12:20 PM	12:26 PM
Boat 1	43.0	43.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:13 PM	1:13 PM	1:23 PM	1:33 PM	1:38 PM	1:43 PM	1:50 PM	1:56 PM
Boat 2	43.0	43.0	2:00 PM	2:06 PM	2:13 PM	2:18 PM	2:23 PM	2:33 PM	2:43 PM	2:43 PM	2:53 PM	3:03 PM	3:08 PM	3:13 PM	3:20 PM	3:26 PM
Boat 1	43.0	43.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:13 PM	4:13 PM	4:23 PM	4:33 PM	4:38 PM	4:43 PM	4:50 PM	4:56 PM
Boat 2	43.0	43.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:43 PM	5:43 PM	5:53 PM	6:03 PM	6:08 PM	6:13 PM	6:20 PM	6:26 PM
Boat 1	43.0	43.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:13 PM	7:13 PM	7:23 PM	7:33 PM	7:38 PM	7:43 PM	7:50 PM	7:56 PM
Boat 2	43.0	43.0	8:00 PM	8:06 PM	8:13 PM	8:18 PM	8:23 PM	8:33 PM	8:43 PM	8:43 PM	8:53 PM	9:03 PM	9:08 PM	9:13 PM	9:20 PM	9:26 PM
Boat 1	43.0	43.0	8:35 PM	8:41 PM	8:48 PM	8:53 PM	8:58 PM	9:08 PM	9:18 PM	9:18 PM	9:28 PM	9:38 PM	9:43 PM	9:48 PM	9:55 PM	10:01 PM

RFP - Citywide Ferry System





		Maak	al ay ra		C D	م مرابات د	o Cava	wn o w/o 1	مامیما			C = 1 = 11	ماما ماد	und to C	a usta Di	مريايا ۾ م	
		Week	aays		S. Bro	окіуп і	o Gove	rnor's l	siand			Govern	or s isia	ina to S	outn Bi	rooklyn	
		Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Governor's Island	Governor's Island	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
		er mini ween s			6.0	7.0	5.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	5.0	7.0	6.0
						Should	der (Ma	rch, Se	otembe	r-Octob	er)						
Off-Peak	Boat 1	43.0	43.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:13 AM	7:13 AM	7:23 AM	7:33 AM	7:38 AM	7:43 AM	7:50 AM	7:56 AM
Peak	Boat 2	43.0	43.0	7:00 AM	7:06 AM	7:13 AM	7:18 AM	7:23 AM	7:33 AM	7:43 AM	7:43 AM	7:53 AM	8:03 AM	8:08 AM	8:13 AM	8:20 AM	8:26 AM
Peak	Boat 3	43.0	43.0	7:30 AM	7:36 AM	7:43 AM	7:48 AM	7:53 AM	8:03 AM	8:13 AM	8:13 AM	8:23 AM	8:33 AM	8:38 AM	8:43 AM	8:50 AM	8:56 AM
Peak	Boat 1	43.0	43.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:43 AM	8:43 AM	8:53 AM	9:03 AM	9:08 AM	9:13 AM	9:20 AM	9:26 AM
Peak	Boat 2	43.0	43.0	8:30 AM	8:36 AM	8:43 AM	8:48 AM	8:53 AM	9:03 AM	9:13 AM	9:13 AM	9:23 AM	9:33 AM	9:38 AM	9:43 AM	9:50 AM	9:56 AM
Peak	Boat 3	43.0	43.0	9:00 AM	9:06 AM	9:13 AM	9:18 AM	9:23 AM	9:33 AM	9:43 AM	9:43 AM	9:53 AM	10:03 AM	10:08 AM	10:13 AM	10:20 AM	10:26 AM
Peak	Boat 1	43.0	43.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:13 AM	10:13 AM	10:23 AM	10:33 AM	10:38 AM	10:43 AM	10:50 AM	10:56 AM
Off-Peak	Boat 2	43.0	43.0	10:15 AM	10:21 AM	10:28 AM	10:33 AM	10:38 AM	10:48 AM	10:58 AM	10:58 AM	11:08 AM	11:18 AM	11:23 AM	11:28 AM	11:35 AM	11:41 AM
Off-Peak	Boat 1	43.0	43.0	11:00 AM	11:06 AM	11:13 AM	11:18 AM	11:23 AM	11:33 AM	11:43 AM	11:43 AM	11:53 AM	12:03 PM	12:08 PM	12:13 PM	12:20 PM	12:26 PM
Off-Peak	Boat 2	43.0	43.0	11:45 AM	11:51 AM	11:58 AM	12:03 PM	12:08 PM	12:18 PM	12:28 PM	12:28 PM	12:38 PM	12:48 PM	12:53 PM	12:58 PM	1:05 PM	1:11 PM
Off-Peak	Boat 1	43.0	43.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:13 PM	1:13 PM	1:23 PM	1:33 PM	1:38 PM	1:43 PM	1:50 PM	1:56 PM
Off-Peak	Boat 2	43.0	43.0	1:15 PM	1:21 PM	1:28 PM	1:33 PM	1:38 PM	1:48 PM	1:58 PM	1:58 PM	2:08 PM	2:18 PM	2:23 PM	2:28 PM	2:35 PM	2:41 PM
Off-Peak	Boat 1	43.0	43.0	2:00 PM	2:06 PM	2:13 PM	2:18 PM	2:23 PM	2:33 PM	2:43 PM	2:43 PM	2:53 PM	3:03 PM	3:08 PM	3:13 PM	3:20 PM	3:26 PM
Off-Peak	Boat 2	43.0	43.0	2:45 PM	2:51 PM	2:58 PM	3:03 PM	3:08 PM	3:18 PM	3:28 PM	3:28 PM	3:38 PM	3:48 PM	3:53 PM	3:58 PM	4:05 PM	4:11 PM
Off-Peak	Boat 1	43.0	43.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:13 PM	4:13 PM	4:23 PM	4:33 PM	4:38 PM	4:43 PM	4:50 PM	4:56 PM
Peak	Boat 2	43.0	43.0	4:00 PM	4:06 PM	4:13 PM	4:18 PM	4:23 PM	4:33 PM	4:43 PM	4:43 PM	4:53 PM	5:03 PM	5:08 PM	5:13 PM	5:20 PM	5:26 PM
Peak	Boat 3	43.0	43.0	4:30 PM	4:36 PM	4:43 PM	4:48 PM	4:53 PM	5:03 PM	5:13 PM	5:13 PM	5:23 PM	5:33 PM	5:38 PM	5:43 PM	5:50 PM	5:56 PM
Peak	Boat 1	43.0	43.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:43 PM	5:43 PM	5:53 PM	6:03 PM	6:08 PM	6:13 PM	6:20 PM	6:26 PM
Peak	Boat 2	43.0	43.0	5:30 PM	5:36 PM	5:43 PM	5:48 PM	5:53 PM	6:03 PM	6:13 PM	6:13 PM	6:23 PM	6:33 PM	6:38 PM	6:43 PM	6:50 PM	6:56 PM
Peak	Boat 3	43.0	43.0	6:00 PM	6:06 PM	6:13 PM	6:18 PM	6:23 PM	6:33 PM	6:43 PM	6:43 PM	6:53 PM	7:03 PM	7:08 PM	7:13 PM	7:20 PM	7:26 PM
Peak	Boat 1	43.0	43.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:13 PM	7:13 PM	7:23 PM	7:33 PM	7:38 PM	7:43 PM	7:50 PM	7:56 PM
Off-Peak	Boat 2	43.0	43.0	7:15 PM	7:21 PM	7:28 PM	7:33 PM	7:38 PM	7:48 PM	7:58 PM	7:58 PM	8:08 PM	8:18 PM	8:23 PM	8:28 PM	8:35 PM	8:41 PM
Off-Peak	Boat 1	43.0	43.0	8:00 PM	8:06 PM	8:13 PM	8:18 PM	8:23 PM	8:33 PM	8:43 PM	8:43 PM	8:53 PM	9:03 PM	9:08 PM	9:13 PM	9:20 PM	9:26 PM
Off-Peak	Boat 2	43.0	43.0	8:45 PM	8:51 PM	8:58 PM	9:03 PM	9:08 PM	9:18 PM	9:28 PM	9:28 PM	9:38 PM	9:48 PM	9:53 PM	9:58 PM	10:05 PM	10:11 PM





	Week	ends		S. Br	ooklyn 1	to Gove	rnor's l	sland			Govern	ior's Isla	and to S	outh Br	ooklyn	
	Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Governor's Island	Governor's Island	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
	er min veen s			6.0	7.0	5.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	5.0	7.0	6.0
						Shoul	ders (M	arch, Se	eptembe	er-Octol	oer)					
Boat 1	43.0	43.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:13 AM	7:13 AM	7:23 AM	7:33 AM	7:38 AM	7:43 AM	7:50 AM	7:56 AM
Boat 2	43.0	43.0	7:30 AM	7:36 AM	7:43 AM	7:48 AM	7:53 AM	8:03 AM	8:13 AM	8:13 AM	8:23 AM	8:33 AM	8:38 AM	8:43 AM	8:50 AM	8:56 AM
Boat 1	43.0	43.0	8:30 AM	8:36 AM	8:43 AM	8:48 AM	8:53 AM	9:03 AM	9:13 AM	9:13 AM	9:23 AM	9:33 AM	9:38 AM	9:43 AM	9:50 AM	9:56 AM
Boat 2	43.0	43.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:13 AM	10:13 AM	10:23 AM	10:33 AM	10:38 AM	10:43 AM	10:50 AM	10:56 AM
Boat 1	43.0	43.0	10:30 AM	10:36 AM	10:43 AM	10:48 AM	10:53 AM	11:03 AM	11:13 AM	11:13 AM	11:23 AM	11:33 AM	11:38 AM	11:43 AM	11:50 AM	11:56 AM
Boat 2	43.0	43.0	11:30 AM	11:36 AM	11:43 AM	11:48 AM	11:53 AM	12:03 PM	12:13 PM	12:13 PM	12:23 PM	12:33 PM	12:38 PM	12:43 PM	12:50 PM	12:56 PM
Boat 1	43.0	43.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:13 PM	1:13 PM	1:23 PM	1:33 PM	1:38 PM	1:43 PM	1:50 PM	1:56 PM
Boat 2	43.0	43.0	1:30 PM	1:36 PM	1:43 PM	1:48 PM	1:53 PM	2:03 PM	2:13 PM	2:13 PM	2:23 PM	2:33 PM	2:38 PM	2:43 PM	2:50 PM	2:56 PM
Boat 1	43.0	43.0	2:30 PM	2:36 PM	2:43 PM	2:48 PM	2:53 PM	3:03 PM	3:13 PM	3:13 PM	3:23 PM	3:33 PM	3:38 PM	3:43 PM	3:50 PM	3:56 PM
Boat 2	43.0	43.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:13 PM	4:13 PM	4:23 PM	4:33 PM	4:38 PM	4:43 PM	4:50 PM	4:56 PM
Boat 1	43.0	43.0	4:30 PM	4:36 PM	4:43 PM	4:48 PM	4:53 PM	5:03 PM	5:13 PM	5:13 PM	5:23 PM	5:33 PM	5:38 PM	5:43 PM	5:50 PM	5:56 PM
Boat 2	43.0	43.0	5:30 PM	5:36 PM	5:43 PM	5:48 PM	5:53 PM	6:03 PM	6:13 PM	6:13 PM	6:23 PM	6:33 PM	6:38 PM	6:43 PM	6:50 PM	6:56 PM
Boat 1	43.0	43.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:13 PM	7:13 PM	7:23 PM	7:33 PM	7:38 PM	7:43 PM	7:50 PM	7:56 PM
Boat 2	43.0	43.0	7:30 PM	7:36 PM	7:43 PM	7:48 PM	7:53 PM	8:03 PM	8:13 PM	8:13 PM	8:23 PM	8:33 PM	8:38 PM	8:43 PM	8:50 PM	8:56 PM
Boat 1	43.0	43.0	8:30 PM	8:36 PM	8:43 PM	8:48 PM	8:53 PM	9:03 PM	9:13 PM	9:17 PM	9:27 PM	9:37 PM	9:42 PM	9:47 PM	9:54 PM	10:00 PM

RFP - Citywide Ferry System





	ı	Week	daye		S Br	oklyn 1	to Gove	rnor'e l	cland			Govern	or'e lela	and to S	South B	rooklyn	
		VVCCN	uays		3. DI	JORIYII I	lo dove	11101 5 1	Siariu			dovern	01 5 1516	and to S	outii bi	OUKIYII	
		Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Governor's Island	Governor's Island	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
		er min veen s			6.0	7.0	5.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	5.0	7.0	6.0
								Sumn	ner (Apı	il-Augu	ıst)						
Off-Peak	Boat 1	43.0	43.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:13 AM	7:13 AM	7:23 AM	7:33 AM	7:38 AM	7:43 AM	7:50 AM	7:56 AM
Peak	Boat 2	43.0	43.0	7:00 AM	7:06 AM	7:13 AM	7:18 AM	7:23 AM	7:33 AM	7:43 AM	7:43 AM	7:53 AM	8:03 AM	8:08 AM	8:13 AM	8:20 AM	8:26 AM
Peak	Boat 3	43.0	43.0	7:30 AM	7:36 AM	7:43 AM	7:48 AM	7:53 AM	8:03 AM	8:13 AM	8:13 AM	8:23 AM	8:33 AM	8:38 AM	8:43 AM	8:50 AM	8:56 AM
Peak	Boat 1	43.0	43.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:43 AM	8:43 AM	8:53 AM	9:03 AM	9:08 AM	9:13 AM	9:20 AM	9:26 AM
Peak	Boat 2	43.0	43.0	8:30 AM	8:36 AM	8:43 AM	8:48 AM	8:53 AM	9:03 AM	9:13 AM	9:13 AM	9:23 AM	9:33 AM	9:38 AM	9:43 AM	9:50 AM	9:56 AM
Peak	Boat 3	43.0	43.0	9:00 AM	9:06 AM	9:13 AM	9:18 AM	9:23 AM	9:33 AM	9:43 AM	9:43 AM	9:53 AM	10:03 AM	10:08 AM	10:13 AM	10:20 AM	10:26 AM
Peak	Boat 1	43.0	43.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:13 AM	10:13 AM	10:23 AM	10:33 AM	10:38 AM	10:43 AM	10:50 AM	10:56 AM
Off-Peak	Boat 2	43.0	43.0	10:15 AM	10:21 AM	10:28 AM	10:33 AM	10:38 AM	10:48 AM	10:58 AM	10:58 AM	11:08 AM	11:18 AM	11:23 AM	11:28 AM	11:35 AM	11:41 AM
Off-Peak	Boat 1	43.0	43.0	11:00 AM	11:06 AM	11:13 AM	11:18 AM	11:23 AM	11:33 AM	11:43 AM	11:43 AM	11:53 AM	12:03 PM	12:08 PM	12:13 PM	12:20 PM	12:26 PM
Off-Peak	Boat 2	43.0	43.0	11:45 AM	11:51 AM	11:58 AM	12:03 PM	12:08 PM	12:18 PM	12:28 PM	12:28 PM	12:38 PM	12:48 PM	12:53 PM	12:58 PM	1:05 PM	1:11 PM
Off-Peak	Boat 1	43.0	43.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:13 PM	1:13 PM	1:23 PM	1:33 PM	1:38 PM	1:43 PM	1:50 PM	1:56 PM
Off-Peak	Boat 2	43.0	43.0	1:15 PM	1:21 PM	1:28 PM	1:33 PM	1:38 PM	1:48 PM	1:58 PM	1:58 PM	2:08 PM	2:18 PM	2:23 PM	2:28 PM	2:35 PM	2:41 PM
Off-Peak	Boat 1	43.0	43.0	2:00 PM	2:06 PM	2:13 PM	2:18 PM	2:23 PM	2:33 PM	2:43 PM	2:43 PM	2:53 PM	3:03 PM	3:08 PM	3:13 PM	3:20 PM	3:26 PM
Off-Peak	Boat 2	43.0	43.0	2:45 PM	2:51 PM	2:58 PM	3:03 PM	3:08 PM	3:18 PM	3:28 PM	3:28 PM	3:38 PM	3:48 PM	3:53 PM	3:58 PM	4:05 PM	4:11 PM
Off-Peak	Boat 1	43.0	43.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:13 PM	4:13 PM	4:23 PM	4:33 PM	4:38 PM	4:43 PM	4:50 PM	4:56 PM
Peak	Boat 2	43.0	43.0	4:00 PM	4:06 PM	4:13 PM	4:18 PM	4:23 PM	4:33 PM	4:43 PM	4:43 PM	4:53 PM	5:03 PM	5:08 PM	5:13 PM	5:20 PM	5:26 PM
Peak	Boat 3	43.0	43.0	4:30 PM	4:36 PM	4:43 PM	4:48 PM	4:53 PM	5:03 PM	5:13 PM	5:13 PM	5:23 PM	5:33 PM	5:38 PM	5:43 PM	5:50 PM	5:56 PM
Peak	Boat 1	43.0	43.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:43 PM	5:43 PM	5:53 PM	6:03 PM	6:08 PM	6:13 PM	6:20 PM	6:26 PM
Peak	Boat 2	43.0	43.0	5:30 PM	5:36 PM	5:43 PM	5:48 PM	5:53 PM	6:03 PM	6:13 PM	6:13 PM	6:23 PM	6:33 PM	6:38 PM	6:43 PM	6:50 PM	6:56 PM
Peak	Boat 3	43.0	43.0	6:00 PM	6:06 PM	6:13 PM	6:18 PM	6:23 PM	6:33 PM	6:43 PM	6:43 PM	6:53 PM	7:03 PM	7:08 PM	7:13 PM	7:20 PM	7:26 PM
Peak	Boat 1	43.0	43.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:13 PM	7:13 PM	7:23 PM	7:33 PM	7:38 PM	7:43 PM	7:50 PM	7:56 PM
Off-Peak	Boat 2	43.0	43.0	7:15 PM	7:21 PM	7:28 PM	7:33 PM	7:38 PM	7:48 PM	7:58 PM	7:58 PM	8:08 PM	8:18 PM	8:23 PM	8:28 PM	8:35 PM	8:41 PM
Off-Peak	Boat 1	43.0	43.0	8:00 PM	8:06 PM	8:13 PM	8:18 PM	8:23 PM	8:33 PM	8:43 PM	8:43 PM	8:53 PM	9:03 PM	9:08 PM	9:13 PM	9:20 PM	9:26 PM
Off-Peak	Boat 2	43.0	43.0	8:45 PM	8:51 PM	8:58 PM	9:03 PM	9:08 PM	9:18 PM	9:28 PM	9:28 PM	9:38 PM	9:48 PM	9:53 PM	9:58 PM	10:05 PM	10:11 PM





	Week	ends		S. Br	ooklyn i	to Gove	rnor's l	sland			Govern	or's Isla	and to S	outh Br	ooklyn	
	Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Governor's Island	Governor's Island	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
	er min veen s			6.0	7.0	5.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	5.0	7.0	6.0
							Sumr	ner (Ap	ril-Augu	ıst)						
Boat 1	43.0	43.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:13 AM	7:13 AM	7:23 AM	7:33 AM	7:38 AM	7:43 AM	7:50 AM	7:56 AM
Boat 2	43.0	43.0	7:15 AM	7:21 AM	7:28 AM	7:33 AM	7:38 AM	7:48 AM	7:58 AM	7:58 AM	8:08 AM	8:18 AM	8:23 AM	8:28 AM	8:35 AM	8:41 AM
Boat 1	43.0	43.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:43 AM	8:43 AM	8:53 AM	9:03 AM	9:08 AM	9:13 AM	9:20 AM	9:26 AM
Boat 2	43.0	43.0	8:45 AM	8:51 AM	8:58 AM	9:03 AM	9:08 AM	9:18 AM	9:28 AM	9:28 AM	9:38 AM	9:48 AM	9:53 AM	9:58 AM	10:05 AM	10:11 AM
Boat 1	43.0	43.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:13 AM	10:13 AM	10:23 AM	10:33 AM	10:38 AM	10:43 AM	10:50 AM	10:56 AM
Boat 2	43.0	43.0	10:15 AM	10:21 AM	10:28 AM	10:33 AM	10:38 AM	10:48 AM	10:58 AM	10:58 AM	11:08 AM	11:18 AM	11:23 AM	11:28 AM	11:35 AM	11:41 AM
Boat 1	43.0	43.0	11:00 AM	11:06 AM	11:13 AM	11:18 AM	11:23 AM	11:33 AM	11:43 AM	11:43 AM	11:53 AM	12:03 PM	12:08 PM	12:13 PM	12:20 PM	12:26 PM
Boat 2	43.0	43.0	11:45 AM	11:51 AM	11:58 AM	12:03 PM	12:08 PM	12:18 PM	12:28 PM	12:28 PM	12:38 PM	12:48 PM	12:53 PM	12:58 PM	1:05 PM	1:11 PM
Boat 1	43.0	43.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:13 PM	1:13 PM	1:23 PM	1:33 PM	1:38 PM	1:43 PM	1:50 PM	1:56 PM
Boat 2	43.0	43.0	1:15 PM	1:21 PM	1:28 PM	1:33 PM	1:38 PM	1:48 PM	1:58 PM	1:58 PM	2:08 PM	2:18 PM	2:23 PM	2:28 PM	2:35 PM	2:41 PM
Boat 1	43.0	43.0	2:00 PM	2:06 PM	2:13 PM	2:18 PM	2:23 PM	2:33 PM	2:43 PM	2:43 PM	2:53 PM	3:03 PM	3:08 PM	3:13 PM	3:20 PM	3:26 PM
Boat 2	43.0	43.0	2:45 PM	2:51 PM	2:58 PM	3:03 PM	3:08 PM	3:18 PM	3:28 PM	3:28 PM	3:38 PM	3:48 PM	3:53 PM	3:58 PM	4:05 PM	4:11 PM
Boat 1	43.0	43.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:13 PM	4:13 PM	4:23 PM	4:33 PM	4:38 PM	4:43 PM	4:50 PM	4:56 PM
Boat 2	43.0	43.0	4:15 PM	4:21 PM	4:28 PM	4:33 PM	4:38 PM	4:48 PM	4:58 PM	4:58 PM	5:08 PM	5:18 PM	5:23 PM	5:28 PM	5:35 PM	5:41 PM
Boat 1	43.0	43.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:43 PM	5:43 PM	5:53 PM	6:03 PM	6:08 PM	6:13 PM	6:20 PM	6:26 PM
Boat 2	43.0	43.0	5:45 PM	5:51 PM	5:58 PM	6:03 PM	6:08 PM	6:18 PM	6:28 PM	6:28 PM	6:38 PM	6:48 PM	6:53 PM	6:58 PM	7:05 PM	7:11 PM
Boat 1	43.0	43.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:13 PM	7:13 PM	7:23 PM	7:33 PM	7:38 PM	7:43 PM	7:50 PM	7:56 PM
Boat 2	43.0	43.0	7:15 PM	7:21 PM	7:28 PM	7:33 PM	7:38 PM	7:48 PM	7:58 PM	7:58 PM	8:08 PM	8:18 PM	8:23 PM	8:28 PM	8:35 PM	8:41 PM
Boat 1	43.0	43.0	8:00 PM	8:06 PM	8:13 PM	8:18 PM	8:23 PM	8:33 PM	8:43 PM	8:43 PM	8:53 PM	9:03 PM	9:08 PM	9:13 PM	9:20 PM	9:26 PM
Boat 2	43.0	43.0	8:45 PM	8:51 PM	8:58 PM	9:03 PM	9:08 PM	9:18 PM	9:28 PM	9:28 PM	9:38 PM	9:48 PM	9:53 PM	9:58 PM	10:05 PM	10:11 PM





Rockaway Route

		Week	kdays	Rockaway	to Wall Stre	eet/Pier 11	Wall Stree	et/Pier 11 to	Rockway
		Minutes from Rockaway to WS/P11	Minutes from WS/ P11 to Rockaway	Rockaway Pier	BrooklynArmy Terminal / Pier 4	Wall Street/Pier 11	Wall Street/Pier 11	BrooklynArmy Terminal / Pier 4	Rockaway Pier
		Enter minute: etween stop			42.0	10.0	0.0	10.0	42.0
				Winter (N	ovember - I	February)			
Off-Peak	Boat 1	52.0	52.0	6:30 AM	7:12 AM	7:22 AM	7:22 AM	7:32 AM	8:14 AM
Peak	Boat 2	52.0	52.0	7:30 AM	8:12 AM	8:22 AM	8:22 AM	8:32 AM	9:14 AM
Peak	Boat 1	52.0	52.0	8:30 AM	9:12 AM	9:22 AM	9:22 AM	9:32 AM	10:14 AM
Peak	Boat 2	52.0	52.0	9:30 AM	10:12 AM	10:22 AM	10:22 AM	10:32 AM	11:14 AM
Off-Peak	Boat 1	52.0	52.0	10:30 AM	11:12 AM	11:22 AM	11:22 AM	11:32 AM	12:14 PM
Off-Peak	Boat 2	52.0	52.0	11:30 AM	12:12 PM	12:22 PM	12:22 PM	12:32 PM	1:14 PM
Off-Peak	Boat 1	52.0	52.0	12:30 PM	1:12 PM	1:22 PM	1:22 PM	1:32 PM	2:14 PM
Off-Peak	Boat 2	52.0	52.0	1:30 PM	2:12 PM	2:22 PM	2:22 PM	2:32 PM	3:14 PM
Off-Peak	Boat 1	52.0	52.0	2:30 PM	3:12 PM	3:22 PM	3:22 PM	3:32 PM	4:14 PM
Off-Peak	Boat 2	52.0	52.0	3:30 PM	4:12 PM	4:22 PM	4:22 PM	4:32 PM	5:14 PM
Peak	Boat 1	52.0	52.0	4:30 PM	5:12 PM	5:22 PM	5:22 PM	5:32 PM	6:14 PM
Peak	Boat 2	52.0	52.0	5:30 PM	6:12 PM	6:22 PM	6:22 PM	6:32 PM	7:14 PM
Off-Peak	Boat 1	52.0	52.0	6:30 PM	7:12 PM	7:22 PM	7:22 PM	7:32 PM	8:14 PM
Off-Peak	Boat 2	52.0	52.0	7:30 PM	8:12 PM	8:22 PM	8:22 PM	8:32 PM	9:14 PM
Off-Peak	Boat 1	52.0	52.0	8:30 PM	9:12 PM	9:22 PM	9:22 PM	9:32 PM	10:14 PM





	Week	cends	Rockaway	to Wall Str	eet/Pier 11	Wall Stree	et/Pier 11 to	Rockway			
	Minutes from Rockaway to WS/P11	Minutes from WS/ P11 to Rockaway	Rockaway Pier	BrooklynArmy Terminal / Pier 4	Wall Street/Pier 11	Wall Street/Pier 11	BrooklynArmy Terminal / Pier 4	Rockaway Pier			
	Enter minute: etween stop	_		42.0	10.0	0.0	10.0	42.0			
			Winter (N	lovember - I	February)						
Boat 1	52.0	52.0	6:30 AM	7:12 AM	7:22 AM	7:22 AM	7:32 AM	8:14 AM			
Boat 2	52.0	52.0	8:00 AM	8:42 AM	8:52 AM	8:52 AM	9:02 AM	9:44 AM			
Boat 1	52.0	52.0	9:30 AM	10:12 AM	10:22 AM	10:22 AM	10:32 AM	11:14 AM			
Boat 2	52.0	52.0	11:00 AM	11:42 AM	11:52 AM	11:52 AM	12:02 PM	12:44 PM			
Boat 1	52.0	52.0	12:30 PM	1:12 PM	1:22 PM	1:22 PM	1:32 PM	2:14 PM			
Boat 2	52.0	52.0	2:00 PM	2:42 PM	2:52 PM	2:52 PM	3:02 PM	3:44 PM			
Boat 1	52.0	52.0	3:30 PM	4:12 PM	4:22 PM	4:22 PM	4:32 PM	5:14 PM			
Boat 2	52.0	52.0	5:00 PM	5:42 PM	5:52 PM	5:52 PM	6:02 PM	6:44 PM			
Boat 1	52.0	52.0	6:30 PM	7:12 PM	7:22 PM	7:22 PM	7:32 PM	8:14 PM			
Boat 2	52.0	52.0	8:00 PM	8:42 PM	8:52 PM	9:10 PM	9:20 PM	10:02 PM			





		Week	days	Rockaway	to Wall Stre	eet/Pier 11	Wall Stree	et/Pier 11 to	Rockway	
		Minutes from Rockaway to WS/P11	Minutes from WS/ P11 to Rockaway	Rockaway Pier	BrooklynArmy Terminal / Pier 4	Wall Street/Pier 11	Wall Street/Pier 11	BrooklynArmy Terminal / Pier 4	Rockaway Pier	
	_	Enter minute: etween stop	_		42.0	10.0	0.0	10.0	42.0	
			Sh	oulders (Ma	arch, Septer	nber-Octob	er)			
Off-Peak	Boat 1	52.0	52.0	6:30 AM	7:12 AM	7:22 AM	7:22 AM	7:32 AM	8:14 AM	
Peak	Boat 2	52.0	52.0	7:30 AM	8:12 AM	8:22 AM	8:22 AM	8:32 AM	9:14 AM	
Peak	Boat 1	52.0	52.0	8:30 AM	9:12 AM	9:22 AM	9:22 AM	9:32 AM	10:14 AM	
Peak	Boat 2	52.0	52.0	9:30 AM	10:12 AM	10:22 AM	10:22 AM	10:32 AM	11:14 AM	
Off-Peak	Boat 1	52.0	52.0	10:30 AM	11:12 AM	11:22 AM	11:22 AM	11:32 AM	12:14 PM	
Off-Peak	Boat 2	52.0	52.0	11:30 AM	12:12 PM	12:22 PM	12:22 PM	12:32 PM	1:14 PM	
Off-Peak	Boat 1	52.0	52.0	12:30 PM	1:12 PM	1:22 PM	1:22 PM	1:32 PM	2:14 PM	
Off-Peak	Boat 2	52.0	52.0	1:30 PM	2:12 PM	2:22 PM	2:22 PM	2:32 PM	3:14 PM	
Off-Peak	Boat 1	52.0	52.0	2:30 PM	3:12 PM	3:22 PM	3:22 PM	3:32 PM	4:14 PM	
Off-Peak	Boat 2	52.0	52.0	3:30 PM	4:12 PM	4:22 PM	4:22 PM	4:32 PM	5:14 PM	
Peak	Boat 1	52.0	52.0	4:30 PM	5:12 PM	5:22 PM	5:22 PM	5:32 PM	6:14 PM	
Peak	Boat 2	52.0	52.0	5:30 PM	6:12 PM	6:22 PM	6:22 PM	6:32 PM	7:14 PM	
Off-Peak	Boat 1	52.0	52.0	6:30 PM	7:12 PM	7:22 PM	7:22 PM	7:32 PM	8:14 PM	
Off-Peak	Boat 2	52.0	52.0	7:30 PM	8:12 PM	8:22 PM	8:22 PM	8:32 PM	9:14 PM	
Off-Peak	Boat 1	52.0	52.0	8:30 PM	9:12 PM	9:22 PM	9:22 PM	9:32 PM	10:14 PM	





			l			1					
	Week	cends	Rockaway	to Wall Str	eet/Pier 11	Wall Stree	et/Pier 11 to	Rockway			
	Minutes from Rockaway to WS/P11	Minutes from WS/ P11 to Rockaway	Rockaway Pier	BrooklynArmy Terminal / Pier 4	Wall Street/Pier 11	Wall Street/Pier 11	BrooklynArmy Terminal / Pier 4	Rockaway Pier			
1	Enter minute: etween stop	-		42.0	10.0	0.0	10.0	42.0			
		Sh	oulders (Ma	arch, Septer	nber-Octob	er)					
Boat 1	52.0	52.0	6:30 AM	7:12 AM	7:22 AM	7:22 AM	7:32 AM	8:14 AM			
Boat 2	52.0	52.0	7:30 AM	8:12 AM	8:22 AM	8:22 AM	8:32 AM	9:14 AM			
Boat 1	52.0	52.0	8:30 AM	9:12 AM	9:22 AM	9:22 AM	9:32 AM	10:14 AM			
Boat 2	52.0	52.0	9:30 AM	10:12 AM	10:22 AM	10:22 AM	10:32 AM	11:14 AM			
Boat 1	52.0	52.0	10:30 AM	11:12 AM	11:22 AM	11:22 AM	11:32 AM	12:14 PM			
Boat 2	52.0	52.0	11:30 AM	12:12 PM	12:22 PM	12:22 PM	12:32 PM	1:14 PM			
Boat 1	52.0	52.0	12:30 PM	1:12 PM	1:22 PM	1:22 PM	1:32 PM	2:14 PM			
Boat 2	52.0	52.0	1:30 PM	2:12 PM	2:22 PM	2:22 PM	2:32 PM	3:14 PM			
Boat 1	52.0	52.0	2:30 PM	3:12 PM	3:22 PM	3:22 PM	3:32 PM	4:14 PM			
Boat 2	52.0	52.0	3:30 PM	4:12 PM	4:22 PM	4:22 PM	4:32 PM	5:14 PM			
Boat 1	52.0	52.0	4:30 PM	5:12 PM	5:22 PM	5:22 PM	5:32 PM	6:14 PM			
Boat 2	52.0	52.0	5:30 PM	6:12 PM	6:22 PM	6:22 PM	6:32 PM	7:14 PM			
Boat 1	52.0	52.0	6:30 PM	7:12 PM	7:22 PM	7:22 PM	7:32 PM	8:14 PM			
Boat 2	52.0	52.0	7:30 PM	8:12 PM	8:22 PM	8:22 PM	8:32 PM	9:14 PM			
Boat 1	52.0	52.0	8:30 PM	9:12 PM	9:22 PM	9:22 PM	9:32 PM	10:14 PM			





		Week	days	Rockaway	to Wall Stre	eet/Pier 11	Wall Stree	et/Pier 11 to	Rockway
		Minutes from Rockaway to WS/P11	Minutes from WS/ P11 to Rockaway	Rockaway Pier	BrooklynArmy Terminal / Pier 4	Wall Street/Pier 11	Wall Street/Pier 11	BrooklynArmy Terminal / Pier 4	Rockaway Pier
	_	Enter minute: etween stop	_		42.0	10.0	0.0	10.0	42.0
				Sumn	ner (April-Au	ugust)			
Off-Peak	Boat 1	52.0	52.0	6:30 AM	7:12 AM	7:22 AM	7:22 AM	7:32 AM	8:14 AM
Peak	Boat 2	52.0	52.0	7:30 AM	8:12 AM	8:22 AM	8:22 AM	8:32 AM	9:14 AM
Peak	Boat 1	52.0	52.0	8:30 AM	9:12 AM	9:22 AM	9:22 AM	9:32 AM	10:14 AM
Peak	Boat 2	52.0	52.0	9:30 AM	10:12 AM	10:22 AM	10:22 AM	10:32 AM	11:14 AM
Off-Peak	Boat 1	52.0	52.0	10:30 AM	11:12 AM	11:22 AM	11:22 AM	11:32 AM	12:14 PM
Off-Peak	Boat 2	52.0	52.0	11:30 AM	12:12 PM	12:22 PM	12:22 PM	12:32 PM	1:14 PM
Off-Peak	Boat 1	52.0	52.0	12:30 PM	1:12 PM	1:22 PM	1:22 PM	1:32 PM	2:14 PM
Off-Peak	Boat 2	52.0	52.0	1:30 PM	2:12 PM	2:22 PM	2:22 PM	2:32 PM	3:14 PM
Off-Peak	Boat 1	52.0	52.0	2:30 PM	3:12 PM	3:22 PM	3:22 PM	3:32 PM	4:14 PM
Off-Peak	Boat 2	52.0	52.0	3:30 PM	4:12 PM	4:22 PM	4:22 PM	4:32 PM	5:14 PM
Peak	Boat 1	52.0	52.0	4:30 PM	5:12 PM	5:22 PM	5:22 PM	5:32 PM	6:14 PM
Peak	Boat 2	52.0	52.0	5:30 PM	6:12 PM	6:22 PM	6:22 PM	6:32 PM	7:14 PM
Off-Peak	Boat 1	52.0	52.0	6:30 PM	7:12 PM	7:22 PM	7:22 PM	7:32 PM	8:14 PM
Off-Peak	Boat 2	52.0	52.0	7:30 PM	8:12 PM	8:22 PM	8:22 PM	8:32 PM	9:14 PM
Off-Peak	Boat 1	52.0	52.0	8:30 PM	9:12 PM	9:22 PM	9:22 PM	9:32 PM	10:14 PM





	Week	cends	Rockaway	to Wall Str	eet/Pier 11	Wall Stree	et/Pier 11 to	Rockway		
	Minutes from Rockaway to WS/P11	Minutes from WS/ P11 to Rockaway	Rockaway Pier	BrooklynArmy Terminal / Pier 4	Wall Street/Pier 11	Wall Street/Pier 11	BrooklynArmy Terminal / Pier 4	Rockaway Pier		
_	Enter minute: etween stop	-		42.0	10.0	0.0	10.0	42.0		
			Sumn	ner (April-A	ugust)					
Boat 1	52.0	52.0	6:30 AM	7:12 AM	7:22 AM	7:22 AM	7:32 AM	8:14 AM		
Boat 2	52.0	52.0	7:30 AM	8:12 AM	8:22 AM	8:22 AM	8:32 AM	9:14 AM		
Boat 1	52.0	52.0	8:30 AM	9:12 AM	9:22 AM	9:22 AM	9:32 AM	10:14 AM		
Boat 2	52.0	52.0	9:30 AM	10:12 AM	10:22 AM	10:22 AM	10:32 AM	11:14 AM		
Boat 1	52.0	52.0	10:30 AM	11:12 AM	11:22 AM	11:22 AM	11:32 AM	12:14 PM		
Boat 2	52.0	52.0	11:30 AM	12:12 PM	12:22 PM	12:22 PM	12:32 PM	1:14 PM		
Boat 1	52.0	52.0	12:30 PM	1:12 PM	1:22 PM	1:22 PM	1:32 PM	2:14 PM		
Boat 2	52.0	52.0	1:30 PM	2:12 PM	2:22 PM	2:22 PM	2:32 PM	3:14 PM		
Boat 1	52.0	52.0	2:30 PM	3:12 PM	3:22 PM	3:22 PM	3:32 PM	4:14 PM		
Boat 2	52.0	52.0	3:30 PM	4:12 PM	4:22 PM	4:22 PM	4:32 PM	5:14 PM		
Boat 1	52.0	52.0	4:30 PM	5:12 PM	5:22 PM	5:22 PM	5:32 PM	6:14 PM		
Boat 2	52.0	52.0	5:30 PM	6:12 PM	6:22 PM	6:22 PM	6:32 PM	7:14 PM		
Boat 1	52.0	52.0	6:30 PM	7:12 PM	7:22 PM	7:22 PM	7:32 PM	8:14 PM		
Boat 2	52.0	52.0	7:30 PM	8:12 PM	8:22 PM	8:22 PM	8:32 PM	9:14 PM		
Boat 1	52.0	52.0	8:30 PM	9:12 PM	9:22 PM	9:22 PM	9:32 PM	10:14 PM		





Lower East Side Route

		Weekdays		Lower	East Sid	e to Wal	l Street/	Pier 11	Wall S	treet/Pie	r 11 to L	ower Eas	ver East Side	
		Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Long Island City / North	East 34th Street	Stuyvesant Cove / 23rd St	Grand Street	Wall Street/Pier 11	Wall Street/Pier 11	Grand Street	Stuyvesant Cove / 23rd St	East 34th Street	Long Island City / North	
		ter minut ween sto			8.0	4.0	5.0	6.0	0.0	6.0	5.0	4.0	7.0	
					Wi	nter (No	vember	- Februa	ry)					
Off-Peak	Boat 1	23.0	22.0	6:30 AM	6:38 AM	6:42 AM	6:47 AM	6:53 AM	6:53 AM	6:59 AM	7:04 AM	7:08 AM	7:15 AM	
Peak	Boat 2	23.0	22.0	7:15 AM	7:23 AM	7:27 AM	7:32 AM	7:38 AM	7:38 AM	7:44 AM	7:49 AM	7:53 AM	8:00 AM	
Peak	Boat 1	23.0	22.0	7:35 AM	7:43 AM	7:47 AM	7:52 AM	7:58 AM	7:58 AM	8:04 AM	8:09 AM	8:13 AM	8:20 AM	
Peak	Boat 3	23.0	22.0	7:55 AM	8:03 AM	8:07 AM	8:12 AM	8:18 AM	8:18 AM	8:24 AM	8:29 AM	8:33 AM	8:40 AM	
Peak	Boat 2	23.0	22.0	8:15 AM	8:23 AM	8:27 AM	8:32 AM	8:38 AM	8:38 AM	8:44 AM	8:49 AM	8:53 AM	9:00 AM	
Peak	Boat 1	23.0	22.0	8:35 AM	8:43 AM	8:47 AM	8:52 AM	8:58 AM	8:58 AM	9:04 AM	9:09 AM	9:13 AM	9:20 AM	
Peak	Boat 3	23.0	22.0	8:55 AM	9:03 AM	9:07 AM	9:12 AM	9:18 AM	9:18 AM	9:24 AM	9:29 AM	9:33 AM	9:40 AM	
Peak	Boat 2	23.0	22.0	9:15 AM	9:23 AM	9:27 AM	9:32 AM	9:38 AM	9:38 AM	9:44 AM	9:49 AM	9:53 AM	10:00 AM	
Peak	Boat 1	23.0	22.0	9:35 AM	9:43 AM	9:47 AM	9:52 AM	9:58 AM	9:58 AM	10:04 AM	10:09 AM	10:13 AM	10:20 AM	
Off-Peak	Boat 2	23.0	22.0	10:35 AM	10:43 AM	10:47 AM	10:52 AM	10:58 AM	10:58 AM	11:04 AM	11:09 AM	11:13 AM	11:20 AM	
Off-Peak	Boat 1	23.0	22.0	11:35 AM	11:43 AM	11:47 AM	11:52 AM	11:58 AM	11:58 AM	12:04 PM	12:09 PM	12:13 PM	12:20 PM	
Off-Peak	Boat 2	23.0	22.0	12:35 PM	12:43 PM	12:47 PM	12:52 PM	12:58 PM	12:58 PM	1:04 PM	1:09 PM	1:13 PM	1:20 PM	
Off-Peak	Boat 1	23.0	22.0	1:35 PM	1:43 PM	1:47 PM	1:52 PM	1:58 PM	1:58 PM	2:04 PM	2:09 PM	2:13 PM	2:20 PM	
Off-Peak	Boat 2	23.0	22.0	2:35 PM	2:43 PM	2:47 PM	2:52 PM	2:58 PM	2:58 PM	3:04 PM	3:09 PM	3:13 PM	3:20 PM	
Off-Peak	Boat 1	23.0	22.0	3:35 PM	3:43 PM	3:47 PM	3:52 PM	3:58 PM	3:58 PM	4:04 PM	4:09 PM	4:13 PM	4:20 PM	
Peak	Boat 2	23.0	22.0	3:55 PM	4:03 PM	4:07 PM	4:12 PM	4:18 PM	4:18 PM	4:24 PM	4:29 PM	4:33 PM	4:40 PM	
Peak	Boat 1	23.0	22.0	4:15 PM	4:23 PM	4:27 PM	4:32 PM	4:38 PM	4:38 PM	4:44 PM	4:49 PM	4:53 PM	5:00 PM	
Peak	Boat 3	23.0	22.0	4:35 PM	4:43 PM	4:47 PM	4:52 PM	4:58 PM	4:58 PM	5:04 PM	5:09 PM	5:13 PM	5:20 PM	
Peak	Boat 2	23.0	22.0	4:55 PM	5:03 PM	5:07 PM	5:12 PM	5:18 PM	5:18 PM	5:24 PM	5:29 PM	5:33 PM	5:40 PM	
Peak	Boat 1	23.0	22.0	5:15 PM	5:23 PM	5:27 PM	5:32 PM	5:38 PM	5:38 PM	5:44 PM	5:49 PM	5:53 PM	6:00 PM	
Peak	Boat 3	23.0	22.0	5:35 PM	5:43 PM	5:47 PM	5:52 PM	5:58 PM	5:58 PM	6:04 PM	6:09 PM	6:13 PM	6:20 PM	
Peak	Boat 2	23.0	22.0	5:55 PM	6:03 PM	6:07 PM	6:12 PM	6:18 PM	6:18 PM	6:24 PM	6:29 PM	6:33 PM	6:40 PM	
Peak	Boat 1	23.0	22.0	6:15 PM	6:23 PM	6:27 PM	6:32 PM	6:38 PM	6:38 PM	6:44 PM	6:49 PM	6:53 PM	7:00 PM	
Off-Peak	Boat 2	23.0	22.0	7:15 PM	7:23 PM	7:27 PM	7:32 PM	7:38 PM	7:38 PM	7:44 PM	7:49 PM	7:53 PM	8:00 PM	
Off-Peak	Boat 1	23.0	22.0	8:15 PM	8:23 PM	8:27 PM	8:32 PM	8:38 PM	8:38 PM	8:44 PM	8:49 PM	8:53 PM	9:00 PM	
Off-Peak	Boat 2	23.0	22.0	9:15 PM	9:23 PM	9:27 PM	9:32 PM	9:38 PM	9:38 PM	9:44 PM	9:49 PM	9:53 PM	10:00 PM	





	Week	ends	Lower	East Sid	e to Wal	Lower East Side to Wall Street/Pier 11 Wall Street/Pier 11 to						
	Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Long Island City / North	East 34th Street	Stuyvesant Cove / 23rd St	Grand Street	Wall Street/Pier 11	Wall Street/Pier 11	Grand Street	Stuyvesant Cove / 23rd St	East 34th Street	Long Island City / North
	ter minut ween sto			8.0	4.0	5.0	6.0	0.0	6.0	5.0	4.0	7.0
	Winter (November - February)											
Boat 1	23.0	22.0	6:30 AM	6:38 AM	6:42 AM	6:47 AM	6:53 AM	6:53 AM	6:59 AM	7:04 AM	7:08 AM	7:15 AM
Boat 1	23.0	22.0	8:00 AM	8:08 AM	8:12 AM	8:17 AM	8:23 AM	8:23 AM	8:29 AM	8:34 AM	8:38 AM	8:45 AM
Boat 1	23.0	22.0	9:30 AM	9:38 AM	9:42 AM	9:47 AM	9:53 AM	9:53 AM	9:59 AM	10:04 AM	10:08 AM	10:15 AM
Boat 1	23.0	22.0	11:00 AM	11:08 AM	11:12 AM	11:17 AM	11:23 AM	11:23 AM	11:29 AM	11:34 AM	11:38 AM	11:45 AM
Boat 1	23.0	22.0	12:30 PM	12:38 PM	12:42 PM	12:47 PM	12:53 PM	12:53 PM	12:59 PM	1:04 PM	1:08 PM	1:15 PM
Boat 1	23.0	22.0	2:00 PM	2:08 PM	2:12 PM	2:17 PM	2:23 PM	2:23 PM	2:29 PM	2:34 PM	2:38 PM	2:45 PM
Boat 1	23.0	22.0	3:30 PM	3:38 PM	3:42 PM	3:47 PM	3:53 PM	3:53 PM	3:59 PM	4:04 PM	4:08 PM	4:15 PM
Boat 1	23.0	22.0	5:00 PM	5:08 PM	5:12 PM	5:17 PM	5:23 PM	5:23 PM	5:29 PM	5:34 PM	5:38 PM	5:45 PM
Boat 1	23.0	22.0	6:30 PM	6:38 PM	6:42 PM	6:47 PM	6:53 PM	6:53 PM	6:59 PM	7:04 PM	7:08 PM	7:15 PM
Boat 1	23.0	22.0	8:00 PM	8:08 PM	8:12 PM	8:17 PM	8:23 PM	8:23 PM	8:29 PM	8:34 PM	8:38 PM	8:45 PM
Boat 1	23.0	22.0	9:30 PM	9:38 PM	9:42 PM	9:47 PM	9:53 PM	9:53 PM	9:59 PM	10:04 PM	10:08 PM	10:15 PM





		Weekdays		Lower	ower East Side to Wall			Pior 11	Wall S	troot/Pio	r 11 to L	ower Eas	et Sido
		VVEEN	luays	LOWEI	Last Sid	le to vval	1 311661/1		vvaii 3		TITOL	ower Las	st Side
		Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Long Island City / North	East 34th Street	Stuyvesant Cove / 23rd St	Grand Street	Wall Street/Pier 11	Wall Street/Pier 11	Grand Street	Stuyvesant Cove / 23rd St	East 34th Street	Long Island City / North
		ter minut ween sto			8.0	4.0	5.0	6.0	0.0	6.0	5.0	4.0	7.0
					Should	ers (Mar	ch, Sept	ember-O	ctober)				
Off-Peak	Boat 1	23.0	22.0	6:30 AM	6:38 AM	6:42 AM	6:47 AM	6:53 AM	6:53 AM	6:59 AM	7:04 AM	7:08 AM	7:15 AM
Peak	Boat 2	23.0	22.0	7:15 AM	7:23 AM	7:27 AM	7:32 AM	7:38 AM	7:38 AM	7:44 AM	7:49 AM	7:53 AM	8:00 AM
Peak	Boat 1	23.0	22.0	7:35 AM	7:43 AM	7:47 AM	7:52 AM	7:58 AM	7:58 AM	8:04 AM	8:09 AM	8:13 AM	8:20 AM
Peak	Boat 3	23.0	22.0	7:55 AM	8:03 AM	8:07 AM	8:12 AM	8:18 AM	8:18 AM	8:24 AM	8:29 AM	8:33 AM	8:40 AM
Peak	Boat 2	23.0	22.0	8:15 AM	8:23 AM	8:27 AM	8:32 AM	8:38 AM	8:38 AM	8:44 AM	8:49 AM	8:53 AM	9:00 AM
Peak	Boat 1	23.0	22.0	8:35 AM	8:43 AM	8:47 AM	8:52 AM	8:58 AM	8:58 AM	9:04 AM	9:09 AM	9:13 AM	9:20 AM
Peak	Boat 3	23.0	22.0	8:55 AM	9:03 AM	9:07 AM	9:12 AM	9:18 AM	9:18 AM	9:24 AM	9:29 AM	9:33 AM	9:40 AM
Peak	Boat 2	23.0	22.0	9:15 AM	9:23 AM	9:27 AM	9:32 AM	9:38 AM	9:38 AM	9:44 AM	9:49 AM	9:53 AM	10:00 AM
Peak	Boat 1	23.0	22.0	9:35 AM	9:43 AM	9:47 AM	9:52 AM	9:58 AM	9:58 AM	10:04 AM	10:09 AM	10:13 AM	10:20 AM
Off-Peak	Boat 2	23.0	22.0	10:20 AM	10:28 AM	10:32 AM	10:37 AM	10:43 AM	10:43 AM	10:49 AM	10:54 AM	10:58 AM	11:05 AM
Off-Peak	Boat 1	23.0	22.0	11:05 AM	11:13 AM	11:17 AM	11:22 AM	11:28 AM	11:28 AM	11:34 AM	11:39 AM	11:43 AM	11:50 AM
Off-Peak	Boat 1	23.0	22.0	11:50 AM	11:58 AM	12:02 PM	12:07 PM	12:13 PM	12:13 PM	12:19 PM	12:24 PM	12:28 PM	12:35 PM
Off-Peak	Boat 1	23.0	22.0	12:35 PM	12:43 PM	12:47 PM	12:52 PM	12:58 PM	12:58 PM	1:04 PM	1:09 PM	1:13 PM	1:20 PM
Off-Peak	Boat 1	23.0	22.0	1:20 PM	1:28 PM	1:32 PM	1:37 PM	1:43 PM	1:43 PM	1:49 PM	1:54 PM	1:58 PM	2:05 PM
Off-Peak	Boat 1	23.0	22.0	2:05 PM	2:13 PM	2:17 PM	2:22 PM	2:28 PM	2:28 PM	2:34 PM	2:39 PM	2:43 PM	2:50 PM
Off-Peak	Boat 1	23.0	22.0	2:50 PM	2:58 PM	3:02 PM	3:07 PM	3:13 PM	3:13 PM	3:19 PM	3:24 PM	3:28 PM	3:35 PM
Off-Peak	Boat 1	23.0	22.0	3:35 PM	3:43 PM	3:47 PM	3:52 PM	3:58 PM	3:58 PM	4:04 PM	4:09 PM	4:13 PM	4:20 PM
Peak	Boat 2	23.0	22.0	3:55 PM	4:03 PM	4:07 PM	4:12 PM	4:18 PM	4:18 PM	4:24 PM	4:29 PM	4:33 PM	4:40 PM
Peak	Boat 3	23.0	22.0	4:15 PM	4:23 PM	4:27 PM	4:32 PM	4:38 PM	4:38 PM	4:44 PM	4:49 PM	4:53 PM	5:00 PM
Peak	Boat 1	23.0	22.0	4:35 PM	4:43 PM	4:47 PM	4:52 PM	4:58 PM	4:58 PM	5:04 PM	5:09 PM	5:13 PM	5:20 PM
Peak	Boat 2	23.0	22.0	4:55 PM	5:03 PM	5:07 PM	5:12 PM	5:18 PM	5:18 PM	5:24 PM	5:29 PM	5:33 PM	5:40 PM
Peak	Boat 3	23.0	22.0	5:15 PM	5:23 PM	5:27 PM	5:32 PM	5:38 PM	5:38 PM	5:44 PM	5:49 PM	5:53 PM	6:00 PM
Peak	Boat 1	23.0	22.0	5:35 PM	5:43 PM	5:47 PM	5:52 PM	5:58 PM	5:58 PM	6:04 PM	6:09 PM	6:13 PM	6:20 PM
Peak	Boat 2	23.0	22.0	5:55 PM	6:03 PM	6:07 PM	6:12 PM	6:18 PM	6:18 PM	6:24 PM	6:29 PM	6:33 PM	6:40 PM
Peak	Boat 3	23.0	22.0	6:15 PM	6:23 PM	6:27 PM	6:32 PM	6:38 PM	6:38 PM	6:44 PM	6:49 PM	6:53 PM	7:00 PM
Peak	Boat 1	23.0	22.0	6:35 PM	6:43 PM	6:47 PM	6:52 PM	6:58 PM	6:58 PM	7:04 PM	7:09 PM	7:13 PM	7:20 PM
Off-Peak	Boat 1	23.0	22.0	7:20 PM	7:28 PM	7:32 PM	7:37 PM	7:43 PM	7:43 PM	7:49 PM	7:54 PM	7:58 PM	8:05 PM
Off-Peak	Boat 1	23.0	22.0	8:05 PM	8:13 PM	8:17 PM	8:22 PM	8:28 PM	8:28 PM	8:34 PM	8:39 PM	8:43 PM	8:50 PM
Off-Peak	Boat 1	23.0	22.0	8:50 PM	8:58 PM	9:02 PM	9:07 PM	9:13 PM	9:13 PM	9:19 PM	9:24 PM	9:28 PM	9:35 PM
Off-Peak	Boat 1	23.0	22.0	9:35 PM	9:43 PM	9:47 PM	9:52 PM	9:58 PM	9:58 PM	10:04 PM	10:09 PM	10:13 PM	10:20 PM





	Week	ends	Lower	East Sid	le to Wal	I Street/	Pier 11	Wall S	treet/Pie	r 11 to L	ower Eas	st Side
	Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Long Island City / North	East 34th Street	Stuyvesant Cove / 23rd St	Grand Street	Wall Street/Pier 11	Wall Street/Pier 11	Grand Street	Stuyvesant Cove / 23rd St	East 34th Street	Long Island City / North
	ter minut ween sto			8.0	4.0	5.0	6.0	0.0	6.0	5.0	4.0	7.0
				Should	ers (Mar	ch, Sept	ember-O	ctober)				
Boat 1	23.0	22.0	6:30 AM	6:38 AM	6:42 AM	6:47 AM	6:53 AM	6:53 AM	6:59 AM	7:04 AM	7:08 AM	7:15 AM
Boat 1	23.0	22.0	7:30 AM	7:38 AM	7:42 AM	7:47 AM	7:53 AM	7:53 AM	7:59 AM	8:04 AM	8:08 AM	8:15 AM
Boat 1	23.0	22.0	8:30 AM	8:38 AM	8:42 AM	8:47 AM	8:53 AM	8:53 AM	8:59 AM	9:04 AM	9:08 AM	9:15 AM
Boat 1	23.0	22.0	9:30 AM	9:38 AM	9:42 AM	9:47 AM	9:53 AM	9:53 AM	9:59 AM	10:04 AM	10:08 AM	10:15 AM
Boat 1	23.0	22.0	10:30 AM	10:38 AM	10:42 AM	10:47 AM	10:53 AM	10:53 AM	10:59 AM	11:04 AM	11:08 AM	11:15 AM
Boat 1	23.0	22.0	11:30 AM	11:38 AM	11:42 AM	11:47 AM	11:53 AM	11:53 AM	11:59 AM	12:04 PM	12:08 PM	12:15 PM
Boat 1	23.0	22.0	12:30 PM	12:38 PM	12:42 PM	12:47 PM	12:53 PM	12:53 PM	12:59 PM	1:04 PM	1:08 PM	1:15 PM
Boat 1	23.0	22.0	1:30 PM	1:38 PM	1:42 PM	1:47 PM	1:53 PM	1:53 PM	1:59 PM	2:04 PM	2:08 PM	2:15 PM
Boat 1	23.0	22.0	2:30 PM	2:38 PM	2:42 PM	2:47 PM	2:53 PM	2:53 PM	2:59 PM	3:04 PM	3:08 PM	3:15 PM
Boat 1	23.0	22.0	3:30 PM	3:38 PM	3:42 PM	3:47 PM	3:53 PM	3:53 PM	3:59 PM	4:04 PM	4:08 PM	4:15 PM
Boat 1	23.0	22.0	4:30 PM	4:38 PM	4:42 PM	4:47 PM	4:53 PM	4:53 PM	4:59 PM	5:04 PM	5:08 PM	5:15 PM
Boat 1	23.0	22.0	5:30 PM	5:38 PM	5:42 PM	5:47 PM	5:53 PM	5:53 PM	5:59 PM	6:04 PM	6:08 PM	6:15 PM
Boat 1	23.0	22.0	6:30 PM	6:38 PM	6:42 PM	6:47 PM	6:53 PM	6:53 PM	6:59 PM	7:04 PM	7:08 PM	7:15 PM
Boat 1	23.0	22.0	7:30 PM	7:38 PM	7:42 PM	7:47 PM	7:53 PM	7:53 PM	7:59 PM	8:04 PM	8:08 PM	8:15 PM
Boat 1	23.0	22.0	8:30 PM	8:38 PM	8:42 PM	8:47 PM	8:53 PM	8:53 PM	8:59 PM	9:04 PM	9:08 PM	9:15 PM
Boat 1	23.0	22.0	9:30 PM	9:38 PM	9:42 PM	9:47 PM	9:53 PM	9:53 PM	9:59 PM	10:04 PM	10:08 PM	10:15 PM





		Mook	rdovo	Lower	Foot Sid	la ta Mal	L Ctroot/	Dior 11	Woll C	treet/Pie	⊭ 11 to l	ower Fee	et Cide
		Week	luays	Lower	East Sid	e to vvai	i Street/	riei II	VVali S	lieel/Fie	TITLOL	ower Las	St Slue
		Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Long Island City / North	East 34th Street	Stuyvesant Cove / 23rd St	Grand Street	Wall Street/Pier 11	Wall Street/Pier 11	Grand Street	Stuyvesant Cove / 23rd St	East 34th Street	Long Island City / North
		ter minut ween sto			8.0	4.0	5.0	6.0	0.0	6.0	5.0	4.0	7.0
						Summe	er (April-	August)					
Off-Peak	Boat 1	23.0	22.0	6:30 AM	6:38 AM	6:42 AM	6:47 AM	6:53 AM	6:53 AM	6:59 AM	7:04 AM	7:08 AM	7:15 AM
Peak	Boat 2	23.0	22.0	7:15 AM	7:23 AM	7:27 AM	7:32 AM	7:38 AM	7:38 AM	7:44 AM	7:49 AM	7:53 AM	8:00 AM
Peak	Boat 1	23.0	22.0	7:35 AM	7:43 AM	7:47 AM	7:52 AM	7:58 AM	7:58 AM	8:04 AM	8:09 AM	8:13 AM	8:20 AM
Peak	Boat 3	23.0	22.0	7:55 AM	8:03 AM	8:07 AM	8:12 AM	8:18 AM	8:18 AM	8:24 AM	8:29 AM	8:33 AM	8:40 AM
Peak	Boat 2	23.0	22.0	8:15 AM	8:23 AM	8:27 AM	8:32 AM	8:38 AM	8:38 AM	8:44 AM	8:49 AM	8:53 AM	9:00 AM
Peak	Boat 1	23.0	22.0	8:35 AM	8:43 AM	8:47 AM	8:52 AM	8:58 AM	8:58 AM	9:04 AM	9:09 AM	9:13 AM	9:20 AM
Peak	Boat 3	23.0	22.0	8:55 AM	9:03 AM	9:07 AM	9:12 AM	9:18 AM	9:18 AM	9:24 AM	9:29 AM	9:33 AM	9:40 AM
Peak	Boat 2	23.0	22.0	9:15 AM	9:23 AM	9:27 AM	9:32 AM	9:38 AM	9:38 AM	9:44 AM	9:49 AM	9:53 AM	10:00 AM
Peak	Boat 1	23.0	22.0	9:35 AM	9:43 AM	9:47 AM	9:52 AM	9:58 AM	9:58 AM	10:04 AM	10:09 AM	10:13 AM	10:20 AM
Off-Peak	Boat 1	23.0	22.0	10:20 AM	10:28 AM	10:32 AM	10:37 AM	10:43 AM	10:43 AM	10:49 AM	10:54 AM	10:58 AM	11:05 AM
Off-Peak	Boat 1	23.0	22.0	11:05 AM	11:13 AM	11:17 AM	11:22 AM	11:28 AM	11:28 AM	11:34 AM	11:39 AM	11:43 AM	11:50 AM
Off-Peak	Boat 1	23.0	22.0	11:50 AM	11:58 AM	12:02 PM	12:07 PM	12:13 PM	12:13 PM	12:19 PM	12:24 PM	12:28 PM	12:35 PM
Off-Peak	Boat 1	23.0	22.0	12:35 PM	12:43 PM	12:47 PM	12:52 PM	12:58 PM	12:58 PM	1:04 PM	1:09 PM	1:13 PM	1:20 PM
Off-Peak	Boat 1	23.0	22.0	1:20 PM	1:28 PM	1:32 PM	1:37 PM	1:43 PM	1:43 PM	1:49 PM	1:54 PM	1:58 PM	2:05 PM
Off-Peak	Boat 1	23.0	22.0	2:05 PM	2:13 PM	2:17 PM	2:22 PM	2:28 PM	2:28 PM	2:34 PM	2:39 PM	2:43 PM	2:50 PM
Off-Peak	Boat 1	23.0	22.0	2:50 PM	2:58 PM	3:02 PM	3:07 PM	3:13 PM	3:13 PM	3:19 PM	3:24 PM	3:28 PM	3:35 PM
Off-Peak	Boat 1	23.0	22.0	3:35 PM	3:43 PM	3:47 PM	3:52 PM	3:58 PM	3:58 PM	4:04 PM	4:09 PM	4:13 PM	4:20 PM
Peak	Boat 2	23.0	22.0	3:55 PM	4:03 PM	4:07 PM	4:12 PM	4:18 PM	4:18 PM	4:24 PM	4:29 PM	4:33 PM	4:40 PM
Peak	Boat 3	23.0	22.0	4:15 PM	4:23 PM	4:27 PM	4:32 PM	4:38 PM	4:38 PM	4:44 PM	4:49 PM	4:53 PM	5:00 PM
Peak	Boat 1	23.0	22.0	4:35 PM	4:43 PM	4:47 PM	4:52 PM	4:58 PM	4:58 PM	5:04 PM	5:09 PM	5:13 PM	5:20 PM
Peak	Boat 2	23.0	22.0	4:55 PM	5:03 PM	5:07 PM	5:12 PM	5:18 PM	5:18 PM	5:24 PM	5:29 PM	5:33 PM	5:40 PM
Peak	Boat 3	23.0	22.0	5:15 PM	5:23 PM	5:27 PM	5:32 PM	5:38 PM	5:38 PM	5:44 PM	5:49 PM	5:53 PM	6:00 PM
Peak	Boat 1	23.0	22.0	5:35 PM	5:43 PM	5:47 PM	5:52 PM	5:58 PM	5:58 PM	6:04 PM	6:09 PM	6:13 PM	6:20 PM
Peak	Boat 2	23.0	22.0	5:55 PM	6:03 PM	6:07 PM	6:12 PM	6:18 PM	6:18 PM	6:24 PM	6:29 PM	6:33 PM	6:40 PM
Peak	Boat 3	23.0	22.0	6:15 PM	6:23 PM	6:27 PM	6:32 PM	6:38 PM	6:38 PM	6:44 PM	6:49 PM	6:53 PM	7:00 PM
Peak	Boat 1	23.0	22.0	6:35 PM	6:43 PM	6:47 PM	6:52 PM	6:58 PM	6:58 PM	7:04 PM	7:09 PM	7:13 PM	7:20 PM
Off-Peak	Boat 1	23.0	22.0	7:20 PM	7:28 PM	7:32 PM	7:37 PM	7:43 PM	7:43 PM	7:49 PM	7:54 PM	7:58 PM	8:05 PM
Off-Peak	Boat 1	23.0	22.0	8:05 PM	8:13 PM	8:17 PM	8:22 PM	8:28 PM	8:28 PM	8:34 PM	8:39 PM	8:43 PM	8:50 PM
Off-Peak	Boat 1	23.0	22.0	8:50 PM	8:58 PM	9:02 PM	9:07 PM	9:13 PM	9:13 PM	9:19 PM	9:24 PM	9:28 PM	9:35 PM
Off-Peak	Boat 1	23.0	22.0	9:35 PM	9:43 PM	9:47 PM	9:52 PM	9:58 PM	9:58 PM	10:04 PM	10:09 PM	10:13 PM	10:20 PM





	Week	cends	Lower	East Sid	e to Wal	I Street/	Pier 11	Wall S	treet/Pie	r 11 to L	ower Eas	st Side
	Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Long Island City / North	East 34th Street	Stuyvesant Cove / 23rd St	Grand Street	Wall Street/Pier 11	Wall Street/Pier 11	Grand Street	Stuyvesant Cove / 23rd St	East 34th Street	Long Island City / North
	ter minut ween sto			8.0	4.0	5.0	6.0	0.0	6.0	5.0	4.0	7.0
					Summe	er (April-	August)					
Boat 1	23.0	22.0	6:30 AM	6:38 AM	6:42 AM	6:47 AM	6:53 AM	6:53 AM	6:59 AM	7:04 AM	7:08 AM	7:15 AM
Boat 1	23.0	22.0	7:15 AM	7:23 AM	7:27 AM	7:32 AM	7:38 AM	7:38 AM	7:44 AM	7:49 AM	7:53 AM	8:00 AM
Boat 1	23.0	22.0	8:00 AM	8:08 AM	8:12 AM	8:17 AM	8:23 AM	8:23 AM	8:29 AM	8:34 AM	8:38 AM	8:45 AM
Boat 1	23.0	22.0	8:45 AM	8:53 AM	8:57 AM	9:02 AM	9:08 AM	9:08 AM	9:14 AM	9:19 AM	9:23 AM	9:30 AM
Boat 1	23.0	22.0	9:30 AM	9:38 AM	9:42 AM	9:47 AM	9:53 AM	9:53 AM	9:59 AM	10:04 AM	10:08 AM	10:15 AM
Boat 1	23.0	22.0	10:15 AM	10:23 AM	10:27 AM	10:32 AM	10:38 AM	10:38 AM	10:44 AM	10:49 AM	10:53 AM	11:00 AM
Boat 1	23.0	22.0	11:00 AM	11:08 AM	11:12 AM	11:17 AM	11:23 AM	11:23 AM	11:29 AM	11:34 AM	11:38 AM	11:45 AM
Boat 1	23.0	22.0	11:45 AM	11:53 AM	11:57 AM	12:02 PM	12:08 PM	12:08 PM	12:14 PM	12:19 PM	12:23 PM	12:30 PM
Boat 1	23.0	22.0	12:30 PM	12:38 PM	12:42 PM	12:47 PM	12:53 PM	12:53 PM	12:59 PM	1:04 PM	1:08 PM	1:15 PM
Boat 1	23.0	22.0	1:15 PM	1:23 PM	1:27 PM	1:32 PM	1:38 PM	1:38 PM	1:44 PM	1:49 PM	1:53 PM	2:00 PM
Boat 1	23.0	22.0	2:00 PM	2:08 PM	2:12 PM	2:17 PM	2:23 PM	2:23 PM	2:29 PM	2:34 PM	2:38 PM	2:45 PM
Boat 1	23.0	22.0	2:45 PM	2:53 PM	2:57 PM	3:02 PM	3:08 PM	3:08 PM	3:14 PM	3:19 PM	3:23 PM	3:30 PM
Boat 1	23.0	22.0	3:30 PM	3:38 PM	3:42 PM	3:47 PM	3:53 PM	3:53 PM	3:59 PM	4:04 PM	4:08 PM	4:15 PM
Boat 1	23.0	22.0	4:15 PM	4:23 PM	4:27 PM	4:32 PM	4:38 PM	4:38 PM	4:44 PM	4:49 PM	4:53 PM	5:00 PM
Boat 1	23.0	22.0	5:00 PM	5:08 PM	5:12 PM	5:17 PM	5:23 PM	5:23 PM	5:29 PM	5:34 PM	5:38 PM	5:45 PM
Boat 1	23.0	22.0	5:45 PM	5:53 PM	5:57 PM	6:02 PM	6:08 PM	6:08 PM	6:14 PM	6:19 PM	6:23 PM	6:30 PM
Boat 1	23.0	22.0	6:30 PM	6:38 PM	6:42 PM	6:47 PM	6:53 PM	6:53 PM	6:59 PM	7:04 PM	7:08 PM	7:15 PM
Boat 1	23.0	22.0	7:15 PM	7:23 PM	7:27 PM	7:32 PM	7:38 PM	7:38 PM	7:44 PM	7:49 PM	7:53 PM	8:00 PM
Boat 1	23.0	22.0	8:00 PM	8:08 PM	8:12 PM	8:17 PM	8:23 PM	8:23 PM	8:29 PM	8:34 PM	8:38 PM	8:45 PM
Boat 1	23.0	22.0	8:45 PM	8:53 PM	8:57 PM	9:02 PM	9:08 PM	9:08 PM	9:14 PM	9:19 PM	9:23 PM	9:30 PM
Boat 1	23.0	22.0	9:30 PM	9:38 PM	9:42 PM	9:47 PM	9:53 PM	9:53 PM	9:59 PM	10:04 PM	10:08 PM	10:15 PM





Soundview Route

		Week	days	Sound	view to W	all Street	/Pier 11	Wall St	reet/Pier	11 to Soul	ndview
		Minutes from Soundview to WS/P11	Minutes from WS/P11 to Soundview	Soundview	East 90th Street	East 62nd Street	Wall Street/Pier 11	Wall Street/Pier 11	East 90th Street	East 62nd Street	Soundview
		nter minut etween sto			15.0	8.0	12.0	0.0	12.0	8.0	15.0
			, 601	\	Winter (N	ovember -	- Februar	v)			
Off-Peak	Boat 1	35.0	35.0	6:30 AM	6:45 AM	6:53 AM	7:05 AM	7:05 AM	7:17 AM	7:25 AM	7:40 AM
Peak	Boat 2	35.0	35.0	7:00 AM	7:15 AM	7:23 AM	7:35 AM	7:35 AM	7:47 AM	7:55 AM	8:10 AM
Peak	Boat 3	35.0	35.0	7:30 AM	7:45 AM	7:53 AM	8:05 AM	8:05 AM	8:17 AM	8:25 AM	8:40 AM
Peak	Boat 1	35.0	35.0	8:00 AM	8:15 AM	8:23 AM	8:35 AM	8:35 AM	8:47 AM	8:55 AM	9:10 AM
Peak	Boat 2	35.0	35.0	8:30 AM	8:45 AM	8:53 AM	9:05 AM	9:05 AM	9:17 AM	9:25 AM	9:40 AM
Peak	Boat 3	35.0	35.0	9:00 AM	9:15 AM	9:23 AM	9:35 AM	9:35 AM	9:47 AM	9:55 AM	10:10 AM
Peak	Boat 1	35.0	35.0	9:30 AM	9:45 AM	9:53 AM	10:05 AM	10:05 AM	10:17 AM	10:25 AM	10:40 AM
Off-Peak	Boat 2	35.0	35.0	10:30 AM	10:45 AM	10:53 AM	11:05 AM	11:05 AM	11:17 AM	11:25 AM	11:40 AM
Off-Peak	Boat 1	35.0	35.0	11:30 AM	11:45 AM	11:53 AM	12:05 PM	12:05 PM	12:17 PM	12:25 PM	12:40 PM
Off-Peak	Boat 2	35.0	35.0	12:30 PM	12:45 PM	12:53 PM	1:05 PM	1:05 PM	1:17 PM	1:25 PM	1:40 PM
Off-Peak	Boat 1	35.0	35.0	1:30 PM	1:45 PM	1:53 PM	2:05 PM	2:05 PM	2:17 PM	2:25 PM	2:40 PM
Off-Peak	Boat 2	35.0	35.0	2:30 PM	2:45 PM	2:53 PM	3:05 PM	3:05 PM	3:17 PM	3:25 PM	3:40 PM
Off-Peak	Boat 1	35.0	35.0	3:30 PM	3:45 PM	3:53 PM	4:05 PM	4:05 PM	4:17 PM	4:25 PM	4:40 PM
Peak	Boat 2	35.0	35.0	4:00 PM	4:15 PM	4:23 PM	4:35 PM	4:35 PM	4:47 PM	4:55 PM	5:10 PM
Peak	Boat 1	35.0	35.0	4:30 PM	4:45 PM	4:53 PM	5:05 PM	5:05 PM	5:17 PM	5:25 PM	5:40 PM
Off-Peak	Boat 2	35.0	35.0	5:30 PM	5:45 PM	5:53 PM	6:05 PM	6:05 PM	6:17 PM	6:25 PM	6:40 PM
Off-Peak	Boat 3	35.0	35.0	6:30 PM	6:45 PM	6:53 PM	7:05 PM	7:05 PM	7:17 PM	7:25 PM	7:40 PM
Off-Peak	Boat 1	35.0	35.0	7:30 PM	7:45 PM	7:53 PM	8:05 PM	8:05 PM	8:17 PM	8:25 PM	8:40 PM
Off-Peak	Boat 2	35.0	35.0	8:30 PM	8:45 PM	8:53 PM	9:05 PM	9:05 PM	9:17 PM	9:25 PM	9:40 PM
Off-Peak	Boat 1	35.0	35.0	9:00 PM	9:15 PM	9:23 PM	9:35 PM	9:35 PM	9:47 PM	9:55 PM	10:10 PM





	Week	cends	Sound	view to W	all Street	/Pier 11	Wall St	reet/Pier	11 to Sou	ndview
	Minutes from Soundview to WS/P11	Minutes from WS/P11 to Soundview	Soundview	East 90th Street	East 62nd Street	Wall Street/Pier 11	Wall Street/Pier 11	East 90th Street	East 62nd Street	Soundview
	nter minut tween sto			15.0	8.0	12.0	0.0	12.0	8.0	15.0
			\	Winter (N	ovember	- Februar	y)			
Boat 1	35.0	35.0	6:30 AM	6:45 AM	6:53 AM	7:05 AM	7:05 AM	7:17 AM	7:25 AM	7:40 AM
Boat 1	35.0	35.0	8:00 AM	8:15 AM	8:23 AM	8:35 AM	8:35 AM	8:47 AM	8:55 AM	9:10 AM
Boat 1	35.0	35.0	9:30 AM	9:45 AM	9:53 AM	10:05 AM	10:05 AM	10:17 AM	10:25 AM	10:40 AM
Boat 1	35.0	35.0	11:00 AM	11:15 AM	11:23 AM	11:35 AM	11:35 AM	11:47 AM	11:55 AM	12:10 PM
Boat 1	35.0	35.0	12:30 PM	12:45 PM	12:53 PM	1:05 PM	1:05 PM	1:17 PM	1:25 PM	1:40 PM
Boat 1	35.0	35.0	2:00 PM	2:15 PM	2:23 PM	2:35 PM	2:35 PM	2:47 PM	2:55 PM	3:10 PM
Boat 1	35.0	35.0	3:30 PM	3:45 PM	3:53 PM	4:05 PM	4:05 PM	4:17 PM	4:25 PM	4:40 PM
Boat 1	35.0	35.0	5:00 PM	5:15 PM	5:23 PM	5:35 PM	5:35 PM	5:47 PM	5:55 PM	6:10 PM
Boat 1	35.0	35.0	6:30 PM	6:45 PM	6:53 PM	7:05 PM	7:05 PM	7:17 PM	7:25 PM	7:40 PM
Boat 1	35.0	35.0	8:00 PM	8:15 PM	8:23 PM	8:35 PM	8:35 PM	8:47 PM	8:55 PM	9:10 PM
Boat 1	35.0	35.0	9:10 PM	9:25 PM	9:33 PM	9:45 PM	9:45 PM	9:57 PM	10:05 PM	10:20 PM





		Week	kdays	Sound	view to W	all Street	Pier 11	Wall St	reet/Pier	11 to Sou	ndview
		Minutes from Soundview to WS/P11	Minutes from WS/P11 to Soundview	Soundview	East 90th Street	East 62nd Street	Wall Street/Pier 11	Wall Street/Pier 11	East 90th Street	East 62nd Street	Soundview
		nter minut etween sto			15.0	8.0	12.0	0.0	12.0	8.0	15.0
				Shou	lders (Ma	rch, Septe	ember-Oc	tober)			
Off-Peak	Boat 1	35.0	35.0	6:30 AM	6:45 AM	6:53 AM	7:05 AM	7:05 AM	7:17 AM	7:25 AM	7:40 AM
Peak	Boat 2	35.0	35.0	7:00 AM	7:15 AM	7:23 AM	7:35 AM	7:35 AM	7:47 AM	7:55 AM	8:10 AM
Peak	Boat 3	35.0	35.0	7:30 AM	7:45 AM	7:53 AM	8:05 AM	8:05 AM	8:17 AM	8:25 AM	8:40 AM
Peak	Boat 1	35.0	35.0	8:00 AM	8:15 AM	8:23 AM	8:35 AM	8:35 AM	8:47 AM	8:55 AM	9:10 AM
Peak	Boat 2	35.0	35.0	8:30 AM	8:45 AM	8:53 AM	9:05 AM	9:05 AM	9:17 AM	9:25 AM	9:40 AM
Peak	Boat 3	35.0	35.0	9:00 AM	9:15 AM	9:23 AM	9:35 AM	9:35 AM	9:47 AM	9:55 AM	10:10 AM
Peak	Boat 1	35.0	35.0	9:30 AM	9:45 AM	9:53 AM	10:05 AM	10:05 AM	10:17 AM	10:25 AM	10:40 AM
Off-Peak	Boat 2	35.0	35.0	10:30 AM	10:45 AM	10:53 AM	11:05 AM	11:05 AM	11:17 AM	11:25 AM	11:40 AM
Off-Peak	Boat 1	35.0	35.0	11:30 AM	11:45 AM	11:53 AM	12:05 PM	12:05 PM	12:17 PM	12:25 PM	12:40 PM
Off-Peak	Boat 2	35.0	35.0	12:30 PM	12:45 PM	12:53 PM	1:05 PM	1:05 PM	1:17 PM	1:25 PM	1:40 PM
Off-Peak	Boat 1	35.0	35.0	1:30 PM	1:45 PM	1:53 PM	2:05 PM	2:05 PM	2:17 PM	2:25 PM	2:40 PM
Off-Peak	Boat 2	35.0	35.0	2:30 PM	2:45 PM	2:53 PM	3:05 PM	3:05 PM	3:17 PM	3:25 PM	3:40 PM
Off-Peak	Boat 1	35.0	35.0	3:30 PM	3:45 PM	3:53 PM	4:05 PM	4:05 PM	4:17 PM	4:25 PM	4:40 PM
Off-Peak	Boat 2	35.0	35.0	4:30 PM	4:45 PM	4:53 PM	5:05 PM	5:05 PM	5:17 PM	5:25 PM	5:40 PM
Off-Peak	Boat 1	35.0	35.0	5:30 PM	5:45 PM	5:53 PM	6:05 PM	6:05 PM	6:17 PM	6:25 PM	6:40 PM
Peak	Boat 2	35.0	35.0	6:00 PM	6:15 PM	6:23 PM	6:35 PM	6:35 PM	6:47 PM	6:55 PM	7:10 PM
Peak	Boat 3	35.0	35.0	6:30 PM	6:45 PM	6:53 PM	7:05 PM	7:05 PM	7:17 PM	7:25 PM	7:40 PM
Peak	Boat 1	35.0	35.0	7:00 PM	7:15 PM	7:23 PM	7:35 PM	7:35 PM	7:47 PM	7:55 PM	8:10 PM
Peak	Boat 2	35.0	35.0	7:30 PM	7:45 PM	7:53 PM	8:05 PM	8:05 PM	8:17 PM	8:25 PM	8:40 PM
Peak	Boat 3	35.0	35.0	8:00 PM	8:15 PM	8:23 PM	8:35 PM	8:35 PM	8:47 PM	8:55 PM	9:10 PM
Peak	Boat 1	35.0	35.0	8:30 PM	8:45 PM	8:53 PM	9:05 PM	9:05 PM	9:17 PM	9:25 PM	9:40 PM
Off-Peak	Boat 2	35.0	35.0	9:30 PM	9:45 PM	9:53 PM	10:05 PM	10:05 PM	10:17 PM	10:25 PM	10:40 PM
Off-Peak	Boat 1	35.0	35.0	10:30 PM	10:45 PM	10:53 PM	11:05 PM	11:05 PM	11:17 PM	11:25 PM	11:40 PM
Off-Peak	Boat 2	35.0	35.0	11:30 PM	11:45 PM	11:53 PM	12:05 AM	9:30 PM	9:42 PM	9:50 PM	10:05 PM





	Week	ends	Sound	view to W	all Street	/Pier 11	Wall St	reet/Pier	11 to Sou	ndview
	Minutes from Soundview to WS/P11	Minutes from WS/P11 to Soundview	Soundview	East 90th Street	East 62nd Street	Wall Street/Pier 11	Wall Street/Pier 11	East 90th Street	East 62nd Street	Soundview
	nter minut tween sto			15.0	8.0	12.0	0.0	12.0	8.0	15.0
			Shou	lders (Ma	rch, Sept	ember-Oc	tober)			
Boat 1	35.0	35.0	6:30 AM	6:45 AM	6:53 AM	7:05 AM	7:05 AM	7:17 AM	7:25 AM	7:40 AM
Boat 2	35.0	35.0	7:30 AM	7:45 AM	7:53 AM	8:05 AM	8:05 AM	8:17 AM	8:25 AM	8:40 AM
Boat 1	35.0	35.0	8:30 AM	8:45 AM	8:53 AM	9:05 AM	9:05 AM	9:17 AM	9:25 AM	9:40 AM
Boat 2	35.0	35.0	9:30 AM	9:45 AM	9:53 AM	10:05 AM	10:05 AM	10:17 AM	10:25 AM	10:40 AM
Boat 1	35.0	35.0	10:30 AM	10:45 AM	10:53 AM	11:05 AM	11:05 AM	11:17 AM	11:25 AM	11:40 AM
Boat 2	35.0	35.0	11:30 AM	11:45 AM	11:53 AM	12:05 PM	12:05 PM	12:17 PM	12:25 PM	12:40 PM
Boat 1	35.0	35.0	12:30 PM	12:45 PM	12:53 PM	1:05 PM	1:05 PM	1:17 PM	1:25 PM	1:40 PM
Boat 2	35.0	35.0	1:30 PM	1:45 PM	1:53 PM	2:05 PM	2:05 PM	2:17 PM	2:25 PM	2:40 PM
Boat 1	35.0	35.0	2:30 PM	2:45 PM	2:53 PM	3:05 PM	3:05 PM	3:17 PM	3:25 PM	3:40 PM
Boat 2	35.0	35.0	3:30 PM	3:45 PM	3:53 PM	4:05 PM	4:05 PM	4:17 PM	4:25 PM	4:40 PM
Boat 1	35.0	35.0	4:30 PM	4:45 PM	4:53 PM	5:05 PM	5:05 PM	5:17 PM	5:25 PM	5:40 PM
Boat 2	35.0	35.0	5:30 PM	5:45 PM	5:53 PM	6:05 PM	6:05 PM	6:17 PM	6:25 PM	6:40 PM
Boat 1	35.0	35.0	6:30 PM	6:45 PM	6:53 PM	7:05 PM	7:05 PM	7:17 PM	7:25 PM	7:40 PM
Boat 2	35.0	35.0	7:30 PM	7:45 PM	7:53 PM	8:05 PM	8:05 PM	8:17 PM	8:25 PM	8:40 PM
Boat 1	35.0	35.0	8:30 PM	8:45 PM	8:53 PM	9:05 PM	9:30 PM	9:42 PM	9:50 PM	10:05 PM





		Week	days	Sound	iew to W	all Street	Pier 11	Wall St	reet/Pier	11 to Sou	ndview
		Minutes from Soundview to WS/P11	Minutes from WS/P11 to Soundview	Soundview	East 90th Street	East 62nd Street	Wall Street/Pier 11	Wall Street/Pier 11	East 90th Street	East 62nd Street	Soundview
		nter minut tween sto			15.0	8.0	12.0	0.0	12.0	8.0	15.0
					Summ	er (April-	August)				
Off-Peak	Boat 1	35.0	35.0	6:30 AM	6:45 AM	6:53 AM	7:05 AM	7:05 AM	7:17 AM	7:25 AM	7:40 AM
Peak	Boat 2	35.0	35.0	7:00 AM	7:15 AM	7:23 AM	7:35 AM	7:35 AM	7:47 AM	7:55 AM	8:10 AM
Peak	Boat 3	35.0	35.0	7:30 AM	7:45 AM	7:53 AM	8:05 AM	8:05 AM	8:17 AM	8:25 AM	8:40 AM
Peak	Boat 1	35.0	35.0	8:00 AM	8:15 AM	8:23 AM	8:35 AM	8:35 AM	8:47 AM	8:55 AM	9:10 AM
Peak	Boat 2	35.0	35.0	8:30 AM	8:45 AM	8:53 AM	9:05 AM	9:05 AM	9:17 AM	9:25 AM	9:40 AM
Peak	Boat 3	35.0	35.0	9:00 AM	9:15 AM	9:23 AM	9:35 AM	9:35 AM	9:47 AM	9:55 AM	10:10 AM
Peak	Boat 1	35.0	35.0	9:30 AM	9:45 AM	9:53 AM	10:05 AM	10:05 AM	10:17 AM	10:25 AM	10:40 AM
Off-Peak	Boat 2	35.0	35.0	10:15 AM	10:30 AM	10:38 AM	10:50 AM	10:50 AM	11:02 AM	11:10 AM	11:25 AM
Off-Peak	Boat 1	35.0	35.0	11:00 AM	11:15 AM	11:23 AM	11:35 AM	11:35 AM	11:47 AM	11:55 AM	12:10 PM
Off-Peak	Boat 2	35.0	35.0	11:45 AM	12:00 PM	12:08 PM	12:20 PM	12:20 PM	12:32 PM	12:40 PM	12:55 PM
Off-Peak	Boat 1	35.0	35.0	12:30 PM	12:45 PM	12:53 PM	1:05 PM	1:05 PM	1:17 PM	1:25 PM	1:40 PM
Off-Peak	Boat 2	35.0	35.0	1:15 PM	1:30 PM	1:38 PM	1:50 PM	1:50 PM	2:02 PM	2:10 PM	2:25 PM
Off-Peak	Boat 1	35.0	35.0	2:00 PM	2:15 PM	2:23 PM	2:35 PM	2:35 PM	2:47 PM	2:55 PM	3:10 PM
Off-Peak	Boat 2	35.0	35.0	2:45 PM	3:00 PM	3:08 PM	3:20 PM	3:20 PM	3:32 PM	3:40 PM	3:55 PM
Off-Peak	Boat 1	35.0	35.0	3:30 PM	3:45 PM	3:53 PM	4:05 PM	4:05 PM	4:17 PM	4:25 PM	4:40 PM
Peak	Boat 2	35.0	35.0	4:00 PM	4:15 PM	4:23 PM	4:35 PM	4:35 PM	4:47 PM	4:55 PM	5:10 PM
Peak	Boat 3	35.0	35.0	4:30 PM	4:45 PM	4:53 PM	5:05 PM	5:05 PM	5:17 PM	5:25 PM	5:40 PM
Peak	Boat 1	35.0	35.0	5:00 PM	5:15 PM	5:23 PM	5:35 PM	5:35 PM	5:47 PM	5:55 PM	6:10 PM
Peak	Boat 2	35.0	35.0	5:30 PM	5:45 PM	5:53 PM	6:05 PM	6:05 PM	6:17 PM	6:25 PM	6:40 PM
Peak	Boat 3	35.0	35.0	6:00 PM	6:15 PM	6:23 PM	6:35 PM	6:35 PM	6:47 PM	6:55 PM	7:10 PM
Peak	Boat 1	35.0	35.0	6:30 PM	6:45 PM	6:53 PM	7:05 PM	7:05 PM	7:17 PM	7:25 PM	7:40 PM
Off-Peak	Boat 2	35.0	35.0	7:15 PM	7:30 PM	7:38 PM	7:50 PM	7:50 PM	8:02 PM	8:10 PM	8:25 PM
Off-Peak	Boat 1	35.0	35.0	8:00 PM	8:15 PM	8:23 PM	8:35 PM	8:35 PM	8:47 PM	8:55 PM	9:10 PM
Off-Peak	Boat 2	35.0	35.0	8:45 PM	9:00 PM	9:08 PM	9:20 PM	9:30 PM	9:42 PM	9:50 PM	10:05 PM





	Week	cends	Sound	view to W	all Street	/Pier 11	Wall St	reet/Pier	11 to Sou	ndview
	Minutes from Soundview to WS/P11	Minutes from WS/P11 to Soundview	Soundview	East 90th Street	East 62nd Street	Wall Street/Pier 11	Wall Street/Pier 11	East 90th Street	East 62nd Street	Soundview
	nter minut tween sto			15.0	8.0	12.0	0.0	12.0	8.0	15.0
				Summ	er (April-	August)				
Boat 1	35.0	35.0	6:30 AM	6:45 AM	6:53 AM	7:05 AM	7:05 AM	7:17 AM	7:25 AM	7:40 AM
Boat 2	35.0	35.0	7:15 AM	7:30 AM	7:38 AM	7:50 AM	7:50 AM	8:02 AM	8:10 AM	8:25 AM
Boat 1	35.0	35.0	8:00 AM	8:15 AM	8:23 AM	8:35 AM	8:35 AM	8:47 AM	8:55 AM	9:10 AM
Boat 2	35.0	35.0	8:45 AM	9:00 AM	9:08 AM	9:20 AM	9:20 AM	9:32 AM	9:40 AM	9:55 AM
Boat 1	35.0	35.0	9:30 AM	9:45 AM	9:53 AM	10:05 AM	10:05 AM	10:17 AM	10:25 AM	10:40 AM
Boat 2	35.0	35.0	10:15 AM	10:30 AM	10:38 AM	10:50 AM	10:50 AM	11:02 AM	11:10 AM	11:25 AM
Boat 1	35.0	35.0	11:00 AM	11:15 AM	11:23 AM	11:35 AM	11:35 AM	11:47 AM	11:55 AM	12:10 PM
Boat 2	35.0	35.0	11:45 AM	12:00 PM	12:08 PM	12:20 PM	12:20 PM	12:32 PM	12:40 PM	12:55 PM
Boat 1	35.0	35.0	12:30 PM	12:45 PM	12:53 PM	1:05 PM	1:05 PM	1:17 PM	1:25 PM	1:40 PM
Boat 2	35.0	35.0	1:15 PM	1:30 PM	1:38 PM	1:50 PM	1:50 PM	2:02 PM	2:10 PM	2:25 PM
Boat 1	35.0	35.0	2:00 PM	2:15 PM	2:23 PM	2:35 PM	2:35 PM	2:47 PM	2:55 PM	3:10 PM
Boat 2	35.0	35.0	2:45 PM	3:00 PM	3:08 PM	3:20 PM	3:20 PM	3:32 PM	3:40 PM	3:55 PM
Boat 1	35.0	35.0	3:30 PM	3:45 PM	3:53 PM	4:05 PM	4:05 PM	4:17 PM	4:25 PM	4:40 PM
Boat 2	35.0	35.0	4:15 PM	4:30 PM	4:38 PM	4:50 PM	4:50 PM	5:02 PM	5:10 PM	5:25 PM
Boat 1	35.0	35.0	5:00 PM	5:15 PM	5:23 PM	5:35 PM	5:35 PM	5:47 PM	5:55 PM	6:10 PM
Boat 2	35.0	35.0	5:45 PM	6:00 PM	6:08 PM	6:20 PM	6:20 PM	6:32 PM	6:40 PM	6:55 PM
Boat 1	35.0	35.0	6:30 PM	6:45 PM	6:53 PM	7:05 PM	7:05 PM	7:17 PM	7:25 PM	7:40 PM
Boat 2	35.0	35.0	7:15 PM	7:30 PM	7:38 PM	7:50 PM	7:50 PM	8:02 PM	8:10 PM	8:25 PM
Boat 1	35.0	35.0	8:00 PM	8:15 PM	8:23 PM	8:35 PM	8:35 PM	8:47 PM	8:55 PM	9:10 PM
Boat 2	35.0	35.0	8:45 PM	9:00 PM	9:08 PM	9:20 PM	9:20 PM	9:32 PM	9:40 PM	9:55 PM
Boat 1	35.0	35.0	8:45 PM	9:00 PM	9:08 PM	9:20 PM	9:20 PM	9:32 PM	9:40 PM	9:55 PM
Boat 2	35.0	35.0	8:45 PM	9:00 PM	9:08 PM	9:20 PM	9:30 PM	9:42 PM	9:50 PM	10:05 PM





East River Ferry Route

		Week	days	,	Alternat	e Route	e to Wa	II Street	:/Pier 11		1	Nall Str	eet/Pie	r 11 to <i>A</i>	Alternat	e Route	;
		Minutes from Alternate Route to WS/P11	Minutes from WS/P11 to Alternate Route	East 34th Street	Long Island City - South	GreenPoint	N Williamsburgh	S Willilamsburgh	Dumbo Pier 1	Wall Street/Pier 11	Wall Street/Pier 11	Dumbo Pier 1	S Willilamsburgh	N Williamsburgh	GreenPoint	Long Island City - South	East 34th Street
		er mini veen s			5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0
,							W	inter (N	ovemb	er - Feb	ruary)						
Off-Peak	Boat 1	30.0	30.0	6:30 AM	6:35 AM	6:40 AM	6:45 AM	6:50 AM	6:55 AM	7:00 AM	7:00 AM	7:05 AM	7:10 AM	7:15 AM	7:20 AM	7:25 AM	7:30 AM
Peak	Boat 2	30.0	30.0	7:00 AM	7:05 AM	7:10 AM	7:15 AM	7:20 AM	7:25 AM	7:30 AM	7:30 AM	7:35 AM	7:40 AM	7:45 AM	7:50 AM	7:55 AM	8:00 AM
Peak	Boat 3	30.0	30.0	7:20 AM	7:25 AM	7:30 AM	7:35 AM	7:40 AM	7:45 AM	7:50 AM	7:50 AM	7:55 AM	8:00 AM	8:05 AM	8:10 AM	8:15 AM	8:20 AM
Peak	Boat 1	30.0	30.0	7:40 AM	7:45 AM	7:50 AM	7:55 AM	8:00 AM	8:05 AM	8:10 AM	8:10 AM	8:15 AM	8:20 AM	8:25 AM	8:30 AM	8:35 AM	8:40 AM
Peak	Boat 2	30.0	30.0	8:00 AM	8:05 AM	8:10 AM	8:15 AM	8:20 AM	8:25 AM	8:30 AM	8:30 AM	8:35 AM	8:40 AM	8:45 AM	8:50 AM	8:55 AM	9:00 AM
Peak	Boat 3	30.0	30.0	8:20 AM	8:25 AM	8:30 AM	8:35 AM	8:40 AM	8:45 AM	8:50 AM	8:50 AM	8:55 AM	9:00 AM	9:05 AM	9:10 AM	9:15 AM	9:20 AM
Peak	Boat 1	30.0	30.0	8:40 AM	8:45 AM	8:50 AM	8:55 AM	9:00 AM	9:05 AM	9:10 AM	9:10 AM	9:15 AM	9:20 AM	9:25 AM	9:30 AM	9:35 AM	9:40 AM
Peak	Boat 2	30.0	30.0	9:00 AM	9:05 AM	9:10 AM	9:15 AM	9:20 AM	9:25 AM	9:30 AM	9:30 AM	9:35 AM	9:40 AM	9:45 AM	9:50 AM	9:55 AM	10:00 AM
Peak	Boat 3	30.0	30.0	9:20 AM	9:25 AM	9:30 AM	9:35 AM	9:40 AM	9:45 AM	9:50 AM	9:50 AM	9:55 AM	10:00 AM	10:05 AM	10:10 AM	10:15 AM	10:20 AM
Off-Peak	Boat 1	30.0	30.0	10:20 AM	10:25 AM	10:30 AM	10:35 AM	10:40 AM	10:45 AM	10:50 AM	10:50 AM	10:55 AM	11:00 AM	11:05 AM	11:10 AM	11:15 AM	11:20 AM
Off-Peak	Boat 2	30.0	30.0	11:20 AM	11:25 AM	11:30 AM	11:35 AM	11:40 AM	11:45 AM	11:50 AM	11:50 AM	11:55 AM	12:00 PM	12:05 PM	12:10 PM	12:15 PM	12:20 PM
Off-Peak	Boat 1	30.0	30.0	12:20 PM	12:25 PM	12:30 PM	12:35 PM	12:40 PM	12:45 PM	12:50 PM	12:50 PM	12:55 PM	1:00 PM	1:05 PM	1:10 PM	1:15 PM	1:20 PM
Off-Peak	Boat 2	30.0	30.0	1:20 PM	1:25 PM	1:30 PM	1:35 PM	1:40 PM	1:45 PM	1:50 PM	1:50 PM	1:55 PM	2:00 PM	2:05 PM	2:10 PM	2:15 PM	2:20 PM
Off-Peak	Boat 1	30.0	30.0	2:20 PM	2:25 PM	2:30 PM	2:35 PM	2:40 PM	2:45 PM	2:50 PM	2:50 PM	2:55 PM	3:00 PM	3:05 PM	3:10 PM	3:15 PM	3:20 PM
Off-Peak	Boat 2	30.0	30.0	3:20 PM	3:25 PM	3:30 PM	3:35 PM	3:40 PM	3:45 PM	3:50 PM	3:50 PM	3:55 PM	4:00 PM	4:05 PM	4:10 PM	4:15 PM	4:20 PM
Peak	Boat 1	30.0	30.0	3:40 PM	3:45 PM	3:50 PM	3:55 PM	4:00 PM	4:05 PM	4:10 PM	4:10 PM	4:15 PM	4:20 PM	4:25 PM	4:30 PM	4:35 PM	4:40 PM
Peak	Boat 2	30.0	30.0	4:00 PM	4:05 PM	4:10 PM	4:15 PM	4:20 PM	4:25 PM	4:30 PM	4:30 PM	4:35 PM	4:40 PM	4:45 PM	4:50 PM	4:55 PM	5:00 PM
Peak	Boat 3	30.0	30.0	4:20 PM	4:25 PM	4:30 PM	4:35 PM	4:40 PM	4:45 PM	4:50 PM	4:50 PM	4:55 PM	5:00 PM	5:05 PM	5:10 PM	5:15 PM	5:20 PM
Peak	Boat 1	30.0	30.0	4:40 PM	4:45 PM	4:50 PM	4:55 PM	5:00 PM	5:05 PM	5:10 PM	5:10 PM	5:15 PM	5:20 PM	5:25 PM	5:30 PM	5:35 PM	5:40 PM
Peak	Boat 2	30.0	30.0	5:00 PM	5:05 PM	5:10 PM	5:15 PM	5:20 PM	5:25 PM	5:30 PM	5:30 PM	5:35 PM	5:40 PM	5:45 PM	5:50 PM	5:55 PM	6:00 PM
Peak	Boat 3	30.0	30.0	5:20 PM	5:25 PM	5:30 PM	5:35 PM	5:40 PM	5:45 PM	5:50 PM	5:50 PM	5:55 PM	6:00 PM	6:05 PM	6:10 PM	6:15 PM	6:20 PM
Peak	Boat 1	30.0	30.0	5:40 PM	5:45 PM	5:50 PM	5:55 PM	6:00 PM	6:05 PM	6:10 PM	6:10 PM	6:15 PM	6:20 PM	6:25 PM	6:30 PM	6:35 PM	6:40 PM
Off-Peak	Boat 2	30.0	30.0	6:40 PM	6:45 PM	6:50 PM	6:55 PM	7:00 PM	7:05 PM	7:10 PM	7:10 PM	7:15 PM	7:20 PM	7:25 PM	7:30 PM	7:35 PM	7:40 PM
Off-Peak	Boat 1	30.0	30.0	7:40 PM	7:45 PM	7:50 PM	7:55 PM	8:00 PM	8:05 PM	8:10 PM	8:10 PM	8:15 PM	8:20 PM	8:25 PM	8:30 PM	8:35 PM	8:40 PM
Off-Peak	Boat 2	30.0	30.0	8:40 PM	8:45 PM	8:50 PM	8:55 PM	9:00 PM	9:05 PM	9:10 PM	9:10 PM	9:15 PM	9:20 PM	9:25 PM	9:30 PM	9:35 PM	9:40 PM
Off-Peak	Boat 1	30.0	30.0	9:40 PM	9:45 PM	9:50 PM	9:55 PM	10:00 PM	10:05 PM	10:10 PM	10:10 PM	10:15 PM	10:20 PM	10:25 PM	10:30 PM	10:35 PM	10:40 PM





	Week	ends		Alterna	te Rout	e to Wa	II Street	/Pier 11			Wall St	reet/Pie	r 11 to <i>F</i>	Alternat	e Route	
	Minutes from Alternate Route to WS/P11	Minutes from WS/P11 to Alternate Route	East 34th Street	Long Island City - South	GreenPoint	N Williamsburgh	S Willilamsburgh	Dumbo Pier 1	Wall Street/Pier 11	Wall Street/Pier 11	Dumbo Pier 1	S Willilamsburgh	N Williamsburgh	GreenPoint	Long Island City - South	East 34th Street
	er min veen s			5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0
						V	/inter (N	lovemb	er - Feb	ruary)						
Boat 1	30.0	30.0	6:30 AM	6:35 AM	6:40 AM	6:45 AM	6:50 AM	6:55 AM	7:00 AM	7:00 AM	7:05 AM	7:10 AM	7:15 AM	7:20 AM	7:25 AM	7:30 AM
Boat 2	30.0	30.0	8:00 AM	8:05 AM	8:10 AM	8:15 AM	8:20 AM	8:25 AM	8:30 AM	8:30 AM	8:35 AM	8:40 AM	8:45 AM	8:50 AM	8:55 AM	9:00 AM
Boat 1	30.0	30.0	9:30 AM	9:35 AM	9:40 AM	9:45 AM	9:50 AM	9:55 AM	10:00 AM	10:00 AM	10:05 AM	10:10 AM	10:15 AM	10:20 AM	10:25 AM	10:30 AM
Boat 2	30.0	30.0	11:00 AM	11:05 AM	11:10 AM	11:15 AM	11:20 AM	11:25 AM	11:30 AM	11:30 AM	11:35 AM	11:40 AM	11:45 AM	11:50 AM	11:55 AM	12:00 PM
Boat 1	30.0	30.0	12:30 PM	12:35 PM	12:40 PM	12:45 PM	12:50 PM	12:55 PM	1:00 PM	1:00 PM	1:05 PM	1:10 PM	1:15 PM	1:20 PM	1:25 PM	1:30 PM
Boat 2	30.0	30.0	2:00 PM	2:05 PM	2:10 PM	2:15 PM	2:20 PM	2:25 PM	2:30 PM	2:30 PM	2:35 PM	2:40 PM	2:45 PM	2:50 PM	2:55 PM	3:00 PM
Boat 1	30.0	30.0	3:30 PM	3:35 PM	3:40 PM	3:45 PM	3:50 PM	3:55 PM	4:00 PM	4:00 PM	4:05 PM	4:10 PM	4:15 PM	4:20 PM	4:25 PM	4:30 PM
Boat 2	30.0	30.0	5:00 PM	5:05 PM	5:10 PM	5:15 PM	5:20 PM	5:25 PM	5:30 PM	5:30 PM	5:35 PM	5:40 PM	5:45 PM	5:50 PM	5:55 PM	6:00 PM
Boat 1	30.0	30.0	6:30 PM	6:35 PM	6:40 PM	6:45 PM	6:50 PM	6:55 PM	7:00 PM	7:00 PM	7:05 PM	7:10 PM	7:15 PM	7:20 PM	7:25 PM	7:30 PM
Boat 2	30.0	30.0	8:00 PM	8:05 PM	8:10 PM	8:15 PM	8:20 PM	8:25 PM	8:30 PM	8:30 PM	8:35 PM	8:40 PM	8:45 PM	8:50 PM	8:55 PM	9:00 PM
Boat 1	30.0	30.0	9:30 PM	9:35 PM	9:40 PM	9:45 PM	9:50 PM	9:55 PM	10:00 PM	10:00 PM	10:05 PM	10:10 PM	10:15 PM	10:20 PM	10:25 PM	10:30 PM

RFP - Citywide Ferry System

Satisfy Our Guests | Respect Our Planet





Part			Week	days	ļ ,	Alternat	e Route	to Wal	I Street	/Pier 11		,	Wall Str	eet/Pie	r 11 to <i>A</i>	Alternat	e Route	,
Part			Minutes from Alternate Route to WS/P11	Minutes from WS/P11 to Alternate Route	34th	1	GreenPoint	N Williamsburgh		Pier	Wall Street/Pier 11	Street/Pier	Pier		N Williamsburgh	GreenPoint	1	East 34th Street
Chi-Peak Boart 300 300 630 Am 635 Am 640 Am 645 Am 650 Am 655 Am 700 Am 700 Am 705 Am 715 Am 725 Am 725 Am 730 Am 745 Am 725 Am 730 Am 745 Am 730 Am 745 Am						5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0
Pericon		Detv	veen s	ιυμδ.				Should	ore (Ma	rch So	ntembe	r-Octob	ner)					
Peak Bott	Ott Deel	D 4	00.0	00.0	0.00.414	0.05.414								7.10.414	7.45.44	7.00 414	7.05.414	7.00.414
Peek Bort Strict Stric																		
Peak Bost 30 0 30 0 7-20 AM 7-25 AM 7-55 AM 8-00 AM 8-00 AM 8-05 AM 8-10 AM 8-10 AM 8-15 AM 8-20 AM 8-25 AM 8-30 AM 8-35 AM 8-40 AM																		
Peak Box 2 30.0 30.0 8.00 AM 8.05 AM 8.10 AM 8.15 AM 8.20 AM 8.25 AM 8.30 AM 8.35 AM 8.36 AM 8.45 AM 8.50 AM 9.15 AM 9.10 AM 9.15 AM 9.20 AM 9.40 AM 9.45 AM 8.50 AM 8.55 AM 9.00 AM 9.15 AM 9.10 AM 9.15 AM 9.20 AM 9.40 AM 9.45 AM 8.50 AM 8.50 AM 9.15 AM 9.10 AM 9.15 AM 9.15 AM 9.10 AM 9.15																		
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Peak Boart 30.0 30.0 8.40 30.5 8.40 8.45 M 8.50 M 9.55 M 9.00 M 9.05 M 9.00 M 9.10 M 9.10 M 9.15 M 9.20 M 9.25 M 9.30 M 9.35 M 9.40 M 9.45 M 9.4																		
Peak Bost 2 30.0																		
Peak Boat 30.0 30.0 30.0 920 AM 925 AM 930 AM 935 AM 940 AM 945 AM 950 AM 955 AM 950 AM 955 AM 10:00 AM 10:10																		
Off-Peak Boat 1 30.0 30.0 30.0 10.50 AM 10.55 AM 10.00 AM 10.55 AM 10.00 AM 10.45 AM 10.50 AM																		
OH-Peak Boat 2 30.0 30.0 10.20 AM 10.25 AM 10.30 AM 10.35 AM 10.30 AM 10.35 AM 10.40 AM 10.45 AM 10.50 AM 10.50 AM 10.50 AM 11.50																		
Off-Peak Boat 1 30.0 30.0 10.50 AM 10.55 AM 11.00 AM 11.05 AM 11.10 AM 11.15 AM 11.1					9:50 AM	9:55 AM	10:00 AM	10:05 AM	10:10 AM	10:15 AM	10:20 AM	10:20 AM	10:25 AM	10:30 AM	10:35 AM	10:40 AM	10:45 AM	10:50 AM
Off-Peak Boat 2 3.0.0 3.0.0 11:20 AM 11:35 AM 11:45 AM 11:50 AM 11:50 AM 11:50 AM 12:00 PM 22:00 PM 12:10 PM 12:10 PM 12:20 PM Off-Peak Boat 1 3.0.0 3.0.0 11:50 AM 11:55 AM 12:00 PM 12:30 PM 12:30 PM 12:40 PM 12:40 PM 12:20 PM 12:20 PM 12:20 PM 12:30 PM 12:30 PM 12:40 PM 12:40 PM 12:30 PM 12:30 PM 12:40 PM 12:40 PM 12:20 PM 12:20 PM 12:30 PM 12:40 PM 12:40 PM 12:40 PM 12:20 PM 12:20 PM 12:30 PM 12:40 PM 12:50 PM 12:50 PM 12:40 PM 12:40 PM 12:50 PM 12:50 PM 12:40 PM 12:50 PM	Off-Peak	Boat 2	30.0	30.0	10:20 AM	10:25 AM	10:30 AM	10:35 AM	10:40 AM	10:45 AM	10:50 AM	10:50 AM	10:55 AM	11:00 AM	11:05 AM	11:10 AM	11:15 AM	11:20 AM
Off-Peak Boat 2 30.0 30.0 11:50 AM 11:55 AM 12:00 PM 12:35 PM 12:30 PM 12:35 PM 12:3	Off-Peak	Boat 1	30.0	30.0	10:50 AM	10:55 AM	11:00 AM	11:05 AM	11:10 AM	11:15 AM	11:20 AM	11:20 AM	11:25 AM	11:30 AM	11:35 AM	11:40 AM	11:45 AM	11:50 AM
Off-Peak Boat 1 30.0 30.0 12:20 PM 12:30 PM 12:35 PM 12:40 PM 12:45 PM 12:50 PM 12:50 PM 12:50 PM 12:50 PM 10:00 PM 10:00 PM 11:10 PM 11:10 PM 11:00	Off-Peak	Boat 2	30.0	30.0	11:20 AM	11:25 AM	11:30 AM	11:35 AM	11:40 AM	11:45 AM	11:50 AM	11:50 AM	11:55 AM	12:00 PM	12:05 PM	12:10 PM	12:15 PM	12:20 PM
Off-Peak Boat 2 30.0 30.0 12:50 PM 1:25 PM 1:00 PM 1:10 PM 1:20 PM 1:20 PM 1:30 PM 1:35 PM 1:40 PM 1:50 PM 2:15 PM 1:30 PM 1:50 PM 2:10 PM 1:50 PM 1:50 PM 1:50 PM 2:10 PM 2:10 PM 1:50 PM 1:50 PM 2:10 PM 2:10 PM 1:50 PM 2:20 PM 2:20 PM 2:30 PM 2:30 PM 2:30 PM 2:30 PM 2:30 PM 2:40 PM 2:40 PM 2:45 PM 2:50 PM 2:50 PM 2:30 PM 3:30 PM 3:30 PM 3:40 PM 3:40 PM 2:45 PM 2:50 PM 2:50 PM 2:30 PM 3:30 PM 3:40 PM 2:40 PM 2:45 PM 2:50 PM 2:50 PM 2:30 PM 3:30 PM 3:30 PM 3:40 PM 2:45 PM 2:40 PM 2:45 PM 3:3	Off-Peak	Boat 1	30.0	30.0	11:50 AM	11:55 AM	12:00 PM	12:05 PM	12:10 PM	12:15 PM	12:20 PM	12:20 PM	12:25 PM	12:30 PM	12:35 PM	12:40 PM	12:45 PM	12:50 PM
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Weekends Alternate Route to Wall Street/Pier 11								Wall St	reet/Pie	r 11 to <i>A</i>	Alternat	e Route				
	Minutes from Alternate Route to WS/P11	Minutes from WS/P11 to Alternate Route	East 34th Street	Long Island City - South	GreenPoint	N Williamsburgh	S Willilamsburgh	Dumbo Pier 1	Wall Street/Pier 11	Wall Street/Pier 11	Dumbo Pier 1	S Willilamsburgh	N Williamsburgh	GreenPoint	Long Island City - South	East 34th Street
	er min veen s			5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0
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Boat 1	30.0	30.0	6:30 AM	6:35 AM	6:40 AM	6:45 AM	6:50 AM	6:55 AM	7:00 AM	7:00 AM	7:05 AM	7:10 AM	7:15 AM	7:20 AM	7:25 AM	7:30 AM
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RFP - Citywide Ferry System

Satisfy Our Guests | Respect Our Planet





		Week	days	,	Alterna	te Route	e to Wa	II Street	/Pier 11		1	Wall Str	eet/Pie	r 11 to <i>A</i>	Alternat	e Route	;
		Minutes from Alternate Route to WS/P11	Minutes from WS/P11 to Alternate Route	East 34th Street	Long Island City - South	GreenPoint	N Williamsburgh	S Willilamsburgh	Dumbo Pier 1	Wall Street/Pier 11	Wall Street/Pier 11	Dumbo Pier 1	S Willilamsburgh	N Williamsburgh	GreenPoint	Long Island City - South	East 34th Street
		er mini			5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0
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Off-Peak		30.0	30.0	6:30 AM	6:35 AM	6:40 AM	6:45 AM	6:50 AM	6:55 AM	7:00 AM	7:00 AM	7:05 AM	7:10 AM	7:15 AM	7:20 AM	7:25 AM	7:30 AM
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Peak -	Boat 3	30.0	30.0	8:20 AM	8:25 AM	8:30 AM	8:35 AM	8:40 AM	8:45 AM	8:50 AM	8:50 AM	8:55 AM	9:00 AM	9:05 AM	9:10 AM	9:15 AM	9:20 AM
Peak -	Boat 1	30.0	30.0	8:40 AM	8:45 AM	8:50 AM	8:55 AM	9:00 AM	9:05 AM	9:10 AM	9:10 AM	9:15 AM	9:20 AM	9:25 AM	9:30 AM	9:35 AM	9:40 AM
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	Week	ends		Alterna	te Route	e to Wa	II Street	/Pier 11			Wall St	reet/Pie	r 11 to /	Alternati	e Route	
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	veen s			5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0
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Boat 1	30.0	30.0	6:30 AM	6:35 AM	6:40 AM	6:45 AM	6:50 AM	6:55 AM	7:00 AM	7:00 AM	7:05 AM	7:10 AM	7:15 AM	7:20 AM	7:25 AM	7:30 AM
Boat 2	30.0	30.0	7:15 AM	7:20 AM	7:25 AM	7:30 AM	7:35 AM	7:40 AM	7:45 AM	7:45 AM	7:50 AM	7:55 AM	8:00 AM	8:05 AM	8:10 AM	8:15 AM
Boat 1	30.0	30.0	8:00 AM	8:05 AM	8:10 AM	8:15 AM	8:20 AM	8:25 AM	8:30 AM	8:30 AM	8:35 AM	8:40 AM	8:45 AM	8:50 AM	8:55 AM	9:00 AM
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Boat 2	30.0	30.0	2:45 PM	2:50 PM	2:55 PM	3:00 PM	3:05 PM	3:10 PM	3:15 PM	3:15 PM	3:20 PM	3:25 PM	3:30 PM	3:35 PM	3:40 PM	3:45 PM
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Boat 1	30.0	30.0	9:30 PM	9:35 PM	9:40 PM	9:45 PM	9:50 PM	9:55 PM	10:00 PM	10:00 PM	10:05 PM	10:10 PM	10:15 PM	10:20 PM	10:25 PM	10:30 PM





Appendix H: Shuttle Bus

Academy Bus Company Overview

Academy Bus, the largest privately owned and operated transportation company in the US, has been serving the Northeast region for over 40 years. Academy Bus is best known industry-wide, for their customer service and well maintained, new equipment have set standards for ground transportation from Boston to Washington, DC.



Academy Bus currently operates charter and groups tour buses all over the East Coast from operations centers in New York, New Jersey, Connecticut, Pennsylvania, Rhode Island, Massachusetts, Virginia and Washington, DC. They operate commuter buses from New Jersey to Manhattan and Virginia to Washington, DC plus scheduled casino buses to Atlantic City and Connecticut. They can transport 20 or 20,000, utilizing 650 buses. From sightseeing tours to conventions, corporate transfers, sports teams, parades, major sporting events and private charters, Academy gas the wheels and wherewithal to ensure the smoothest ride on the road. Academy Bus is confident that their drivers are the best in the business professionally trained and experienced to react to any issue. Supervisors and coordinators are well versed in all aspects of group transport and that 24-7 dispatchers are responsive enough to accommodate any last minute alterations. The Academy Bus team works together to offer the premier bust service in the Norhtwest.

Equipment

Academy boasts one of the newest and diverse fleets in the industry. Maintaining over 950 buses from Boston to Washington, DC, plus Jacksonville, West Palm Beach and Miami in Florida the company has the quantity and quality of equipment to satisfy every customer. Academy Bus currently operates 54, 38, 30 and 15 seat vehicles with various features from Boston to Miami.

All buses come standard with:

- Reclining seats with foot rests
- Heating, Ventilating and Air Conditioning Systems
- Multiple Flat Screen Monitors with DVD system
- Two-Way Radios and Global Positioning Satellite
- Ample Luggage Compartment
- Lavatory (except 15 seat coach)
- Wi-Fi Internet Access

Wheelchair accessible coaches are available.





ACADEMY

P.O. Box 1410 · 111 Paterson Avenue · Hoboken, New Jersey 07030

Metro NY/NJ/CT Division Tel: NJ 201-420-7000 Tel: NY 212-964-6600 Fax: 201-420-8087

Quote

Thank you for selecting Academy Bus Tours for your transportation needs. Below we have listed the details of your charter. Please read the information carefully and contact us with any corrections.

carefully and contact us with any corrections. Acct #: 047715 Quote # Q244696 STATUE CRUISES, LLC RAFAEL ABREU Quote Date 6/19/2015 1 AUDREY ZAPP DRIVE Sales Rep JOHN KIELY CRRNJ TERMINAL IN LIBERTY STATE PAR 201-432-6321 JERSEY CITY, NJ 07305 USA Payment Pre-Paid Departure Information Destination Information Monday Sep 14, 2015 Depart: 06:00 AM Monday Sep 14, 2015 Return: 22:30 PM ROCKAWAY - BELLE HARBOR AREA SHUTTLE - ROUTE TBA ROCKAWAY BEACH, ARVERNE, HAMMELS BELLE HARBOR ARVERNE Itinerary and Driver Instructions SAMPLE QUOTE \$110/HOUR **THIS IS A SAMPLE QUOTE, NOT A CONTRACT TO OPERATE ON A SPECIFIC DATE*** Group Info: SHUTTLE - ROCKAWAY Bus Type # of Buses **Total Cost** # of Hours Cost/Bus 54 LAV VID 1,980.00 3,960.00 Equipment: 3.960.00 OTHER CHARGES Other Charges: Description Total Quote Cost 3,960.00 We will require a payment of \$400.00 by 7/3/2015 in order to guarantee your reservation. Upon receipt of this payment, you will be issued a contract. Please indicate your Quote number on the face of your check or money order. We also accept Visa, Mastercard and American Express. If you are paying by credit card, you must call a sales representative If you decide to reserve your charter with Academy, please follow the instructions contained in this letter. When Academy receives your initial deposit your trip will be reserved. If you later decide to cancel, you can only obtain a refund if you cancel your trip in accordance with Academy's trip cancellation policy. Should you have any questions concerning Academy's trip cancellation policy, contact your sales rep. Drivers may be on duty a maximum of 15 consecutive hours on any given day and may drive only 10 of those 15 hours. Both driving and on duty hours include driver prep, trip to pickup location and return to garage after service. On multi-day trips, drivers must be off duty each night for a minimum of 9 consecutive hours. Make checks payable to Academy Express, LLC Payments made within a month of the date of Q244696 departure must be in the form of a CERTIFIED CHECK, MONEY ORDER, OR CREDIT CARD. RAFAEL ABREU STATUE CRUISES, LLC Monday Sep 14, 2015 Deposit Amt: 400.00 Deposit Date: 7/3/2015

JOHN KIELY





ACADEMY

P.O. Box 1410 · 111 Paterson Avenue · Hoboken, New Jersey 07030

Metro NY/NJ/CT Division Tel: NJ 201-420-7000 Tel: NY 212-964-6600 Fax: 201-420-8087

Quote

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Appendix I: Financial Capability

While the RFP does not specifically request proof of financial capabilities, the Comprehensive Ferry System will require significant financial resources to deliver the requested vessels and services. This is a proposal for services to the general public and the taxpayers of New York at large. NYCEDC cannot afford to select an operator without a track record of providing these services, including significant financial capability and commitment to the market for the long term. Hornblower has the experience and track record to provide the financial support for this project.







New York City Economic Development Corporation 110 William Street New York, NY 10038

Attn: Maryann Catalano, Senior Vice President of Contracts

Re: Response to RFP for the Citywide Ferry System

Dear Mrs. Catalano,

MUFG Union Bank, N.A. is pleased to provide this letter of confirmation for Hornblower Group, LLC ("Hornblower") in response to the Request for Proposal ("RFP") for the Citywide Ferry System.

MUFG Americas Holdings Corporation ("MUAH" or "the Company") is a proud member of Mitsubishi UFJ Financial Group, Inc. (MUFG, NYSE:MTU), one of the world's largest financial organizations. The Company's principal subsidiary is MUFG Union Bank, N.A. ("the Bank") which operates 581 ATMs and 393 branches, primarily consisting of retail branches, in the West Coast states, along with commercial branches in Texas, Illinois, New York, and Georgia as well as two international offices. The Bank serves corporate, commercial and investment banking clients across the country and has a retail customer base of approximately one million households, primarily in the major metropolitan areas of the West Coast.

This letter has been prepared in order to affirm that Union Bank has been proud to call Hornblower Group, LLC and the Hornblower family of companies a customer since 2005. Union Bank acts as agent in a consortium of other banks on credit facilities of approximately for Hornblower that mature on the credit facilities consist of the interest rate for the credit facilities is the interest rate for the credit facilities is the consist of the credit facilities is the cred

Please feel free to call me if you have any questions regarding this letter.

Sincerely,

Ian Ritchie Vice President Union Bank, N.A.

350 California Street, 10th Floor

San Francisco, CA 94104

Phone:

RFP - Citywide Ferry System











Appendix J: Opportunity to Assemble Vessels in New York & Fleet Development

This will be the largest new fleet of passenger ferries assembled in recent history, particularly one provided by a private operator. Hornblower has the significant project management capability necessary to design, develop and procure or construct the new fleet of ferries required by this RFP. NYCEDC specified a number of features and concepts that dictate some of the quantity, capacity and style of vessels including:

- 1. Reliability, operational hours and number of routes produce spare vessel requirements
- 2. Uniform livery and branding
- 3. Efficient, low emission technology coupled with proven reliability requirements
- 4. Timing of construction as outlined in RFP
- 5. Structure of economic support from NYCEDC

Hornblower's approach to the development of the new ferry fleet is unique to this project. The size and scale of construction allow for an alternative approach to design, including modular fabrication, transiting modules to New York, with final assembly, launching and sea trials completed in New York. This unique approach can be accomplished without significant increase in capital cost, and results in significant new job creation in New York. Initial estimates are for 80 direct new jobs created in New York, for a period of 2 years, without considering expansion of the ferry system beyond this proposal or independent success of the boatworks that creates further commercial opportunity beyond this project.

Hornblower used a similar approach for our recent project in Ontario, Canada, where two 700 passenger catamarans were built in modular design, transported across the Province, then assembled on site, sea trialed and put into service.

No current facilities in New York have demonstrated this particular capability. Hornblower has a capital projects team capable of developing and managing this concept on a turn-key basis. It would provide further opportunity for MWE/MBE contracting as well.





Appendix K: Request for Assistance/ Operating Subsidy Reduction Plan

The "Request for Assistance" or "Operating Subsidy" in industry language (hereafter "Subsidy") is substantial at the front end of this project. There are many reasons for this including, but not limited to:

Route and Service Requirements of RFP-The number of routes, headways, travel times, estimated capacities, future growth requirements to reduce Subsidy, bike, stroller, accessibility, marketability, brand development strategy, public policy and various other requirements generally dictate a fleet of new ferries for this project rather than a cobbled together fleet of vessels that are past their prime or unable to perform reliably. If the desire is to minimize Subsidy, the system itself must be first class.

Funding vessel acquisition through Subsidy payments may not be consistent with reducing EDC support as the system develops. See Appendix N for a discussion of alternative funding strategies that will result in lower Subsidy payments.

Beyond creating a reliable, high quality system and marketing it to increase ridership, other strategies that will result in lower Subsidy payments include elimination of Landing Fees, as they are paid to another City agency, acquisition of fuel at NYC contract rates, NYC direct operation or separate contracting of shuttle bus system, and finally increase in ticket costs to reflect the value and convenience of the ferry service. The tables following illustrate the ability to reduce Subsidy based on some of the factors outlined above. Hornblower and its affiliates operate a wide range of ferry systems, including those that generate a substantial profit by charging market rates, and those that are free and fully subsidized. You will not find an operator with greater capability or flexibility to work as a partner with NYCEDC to reduce Subsidy amounts.

Vessel Funding Strategies

Most municipal ferry operating contracts provide separate funding for the acquisition of the vessels. Capital budgets, charter costs, debt service and vessel rentals are usually not integrated into the operation of the ferry system that is integral to the transportation infrastructure of the area. Farebox recovery ratios should be analyzed and compared with and without vessel capital cost to show the impact of this policy. In the case of this RFP, because the Subsidy is short term (5 years or less), and substantial new special purpose assets (16 vessels costing over \$50 million) are being provided, the impact of the Subsidy requirement is substantial. There are a number of strategies NYCEDC has available to insure the proper fleet is available. Given the time frame







for responding to the RFP, firm alternative options are limited. Hornblower proposes to provide a ferry funding strategy that allows NYCEDC to pursue other ferry acquisition and funding approaches that reduce Subsidy costs. These included sale of vessel and route naming rights, final landing location selection grants, application for Federal funds, tax incentivized vessel charter agreements and other creative vessel acquisition financing structures. If none of these options are executed, or to the extent they fall short of 100% of the goal of elimination of Subsidy associated with acquisition of capital assets, Hornblower will provide the vessels at predetermined contractual payment levels. Hornblower may, at its option, elect to use capital or financial partners in the fleet ownership structure if the vessels are provided by Hornblower, however Hornblower will retain management control of both the operating and vessel owning entities. For illustration, the table below shows the Subsidy reduction associated with elimination of Subsidy associated with vessel capital cost. This approach allows NYCEDC to continue to secure the most cost effective funding without delaying the implementation of the project. It is not mutually exclusive for Hornblower to commence construction of the vessels while NYCEDC continues to seek alternative vessel funding sources designed to reduce Subsidy payments.





Citywide Ferry System Request for Assistance by Route Section 6.9.1 Year 1 Year 2 Year 3 Year 4 Year 5 Projected Expense Summary for Astoria Route: **Gross Cost of Operations** 8,826,452 8,827,002 9,015,619 9,209,029 9.408.527 Anticipated Revenue 5,483,893 5,669,448 5,877,820 6,077,898 6,285,425 Base Compensation Net Cost of Operations Operations Fee Per Passenger: Gross Cost of Operations Anticipated Revenue Base Compensation Percentage: Farebox Recovery ratio Subsidy % Projected Expense Summary for Rockaway Route: Gross Cost of Operations 7,746,722 7,797,736 7,938,620 8,125,866 8,328,791 Anticipated Revenue 638,470 659,796 683,808 706,879 730,798 Base Compensation Net Cost of Operations Operations Fee Per Passenger: Gross Cost of Operations Anticipated Revenue Base Compensation Percentage: Farebox Recovery ratio Subsidy % Projected Expense Summary for South Brooklyn Route: **Gross Cost of Operations** 6.782.835 6.709.300 6.841.681 6.975.153 7.122.767 Anticipated Revenue 1.353.095 1,417,013 1.449.604 1.498.678 1 549 564 Base Compensation Net Cost of Operations Operations Fee Per Passenger: Gross Cost of Operations Anticipated Revenue Base Compensation Percentage: Farebox Recovery ratio Subsidy % Projected Expense Summary for South Brooklyn Route (SBGI): Gross Cost of Operations 6,821,835 6,589,534 6,726,395 6,866,744 7,001,143 Anticipated Revenue 1,372,865 1,418,872 1,470,798 1,520,596 1,572,232 Base Compensation Net Cost of Operations Operations Fee Per Passenger: Gross Cost of Operations Anticipated Revenue Base Compensation Percentage: Farebox Recovery ratio Subsidy %





Citywide Ferry System

Request for Assistance by Route Section 6.9.1

	Year 1	Year 2	Year 3	Year 4	Year 5
Projected Expense Summary for Lower East Side Route: Gross Cost of Operations Anticipated Revenue	6,775,393 4,614,504	6,655,177 4,784,887	6,789,095 4,947,797	6,937,509 5,116,773	7,090,582 5,292,070
Base Compensation Net Cost of Operations Operations Fee	4,014,004	4,704,007	4,941,191	3,110,773	3,232,070
Per Passenger: Gross Cost of Operations Anticipated Revenue					
Base Compensation					
Percentage: Farebox Recovery ratio Subsidy %					
Projected Expense Summary for Soundview Route:					
Gross Cost of Operations Anticipated Revenue	6,400,486 2,014,428	6,253,328 2,060,460	6,371,412 2,130,383	6,503,238 2,202,897	6,638,93° 2,278,11°
Base Compensation Net Cost of Operations Operations Fee Per Passenger: Gross Cost of Operations					
Anticipated Revenue Base Compensation					
Percentage: Farebox Recovery ratio Subsidy %					
Projected Expense Summary for Alternative (ERF) Route: Gross Cost of Operations	8,855,355	8,760,604	8,965,552	9,176,789	9,394,531
Anticipated Revenue Base Compensation Net Cost of Operations	4,322,704	4,420,670	4,571,149	4,727,230	4,889,147
Operations Fee					
Per Passenger: Gross Cost of Operations					
Anticipated Revenue Base Compensation					
Percentage: Farebox Recovery ratio Subsidy %					





Appendix L: Hornblower Group Historical Financial Data



HORNBLOWER HOLDINGS, LLC AND SUBSIDIARIES

CONSOLIDATED FINANCIAL STATEMENTS

DECEMBER 31, 2014 AND DECEMBER 31, 2013







HORNBLOWER HOLDINGS, LLC AND SUBSIDIARIES

TABLE OF CONTENTS

DECEMBER 31, 2014 AND DECEMBER 31, 2013

Independent auditors' report	2 - 3
Consolidated balance sheets	4
Consolidated statements of income and comprehensive income	5
Consolidated statement of equity	6
Consolidated statements of cash flows	7 - 8
Notes to consolidated financial statements	9 - 24
Supplementary information: Schedule of yacht values	26 - 27

1

RFP - Citywide Ferry System

Satisfy Our Guests | Respect Our Planet





RINA accountancy corporation
201 North Civic Drive, Suite 220 Walnut Creek, CA 94596
phone: 925.210.2180 fax: 925.210.2199 1.800.RINA.CPA web: www.rina.com



Independent Auditors' Report

The Members Hornblower Holdings, LLC.

We have audited the accompanying consolidated financial statements of Hornblower Holdings, LLC. (a California limited liability company) and its subsidiaries, which comprise the consolidated balance sheets as of December 31, 2014 and December 31, 2013, and the related consolidated statements of income and comprehensive income, equity and cash flows for the years then ended and the related notes to the financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these consolidated financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express an opinion on these consolidated financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the consolidated financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the consolidated financial statements referred to above present fairly, in all material respects, the financial position of Hornblower Holdings, LLC. and its subsidiaries as of December 31, 2014 and December 31, 2013, and the results of its operations and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.





Report on Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the consolidated financial statements as a whole. The Schedule of yacht values, which is the responsibility of management, is presented for purposes of additional analysis and is not a required part of the financial statements. Such information has not been subjected to the auditing procedures applied in the audit of the financial statements, and, accordingly we do not express an opinion or provide any assurance on it.

RIMA accounting corporation

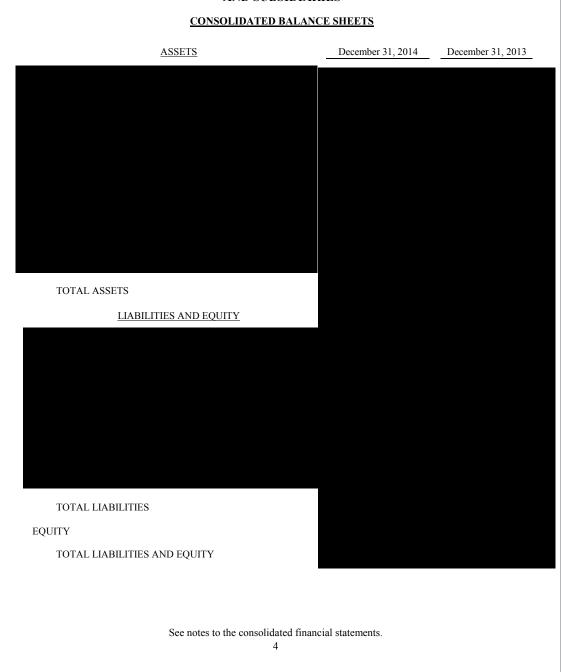
Certified Public Accountants

Walnut Creek, California April 29, 2015





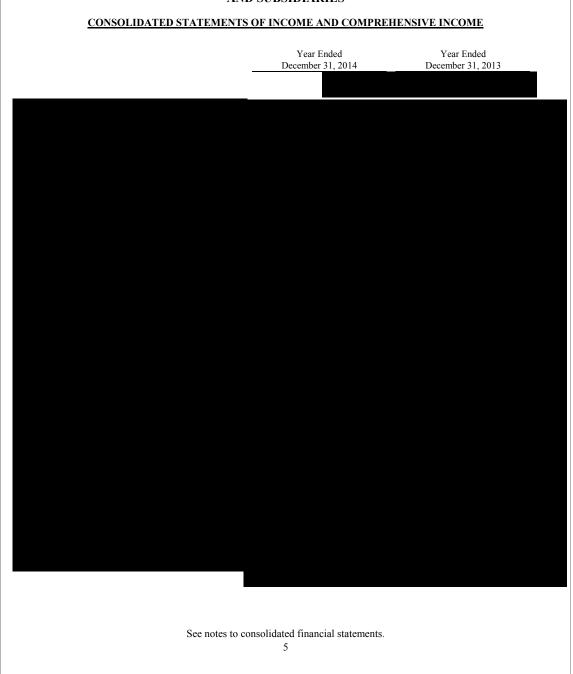
HORNBLOWER HOLDINGS, LLC. AND SUBSIDIARIES







HORNBLOWER HOLDINGS, LLC. AND SUBSIDIARIES







HORNBLOWER HOLDINGS, LLC. AND SUBSIDIARIES

CONSOLIDATED STATEMENT OF EQUITY

YEARS ENDED DECEMBER 31, 2014 AND DECEMBER 31, 2013

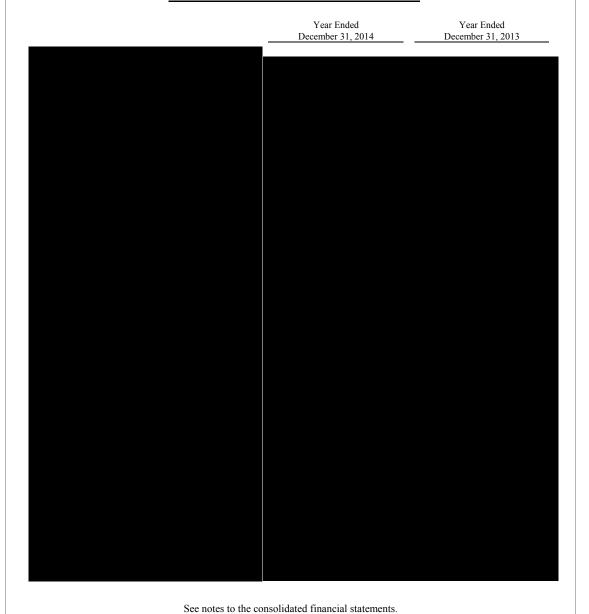


See notes to consolidated financial statements.

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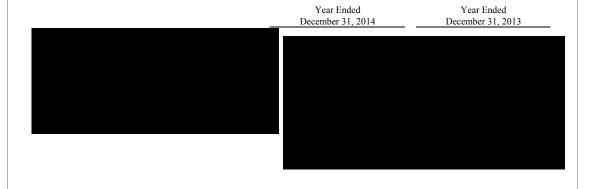
CONSOLIDATED STATEMENTS OF CASH FLOWS







CONSOLIDATED STATEMENTS OF CASH FLOWS

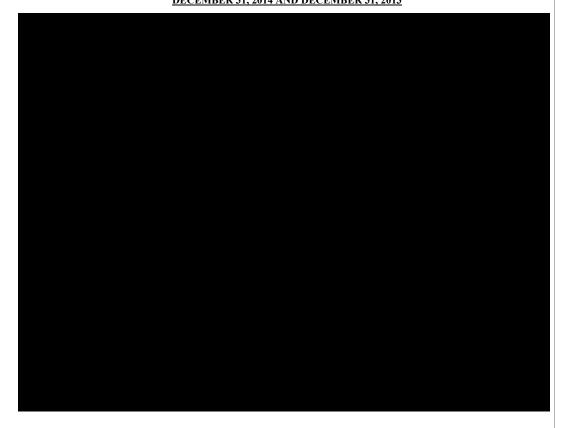


See notes to the consolidated financial statements.





NOTES TO CONSOLIDATED FINANCIAL STATEMENTS - DECEMBER 31, 2014 AND DECEMBER 31, 2013







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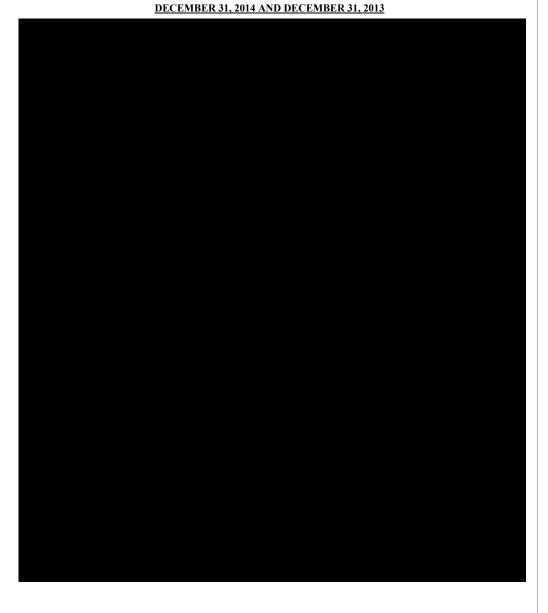
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS - <u>DECEMBER 31, 2014 AND DECEMBER 31, 2013</u>







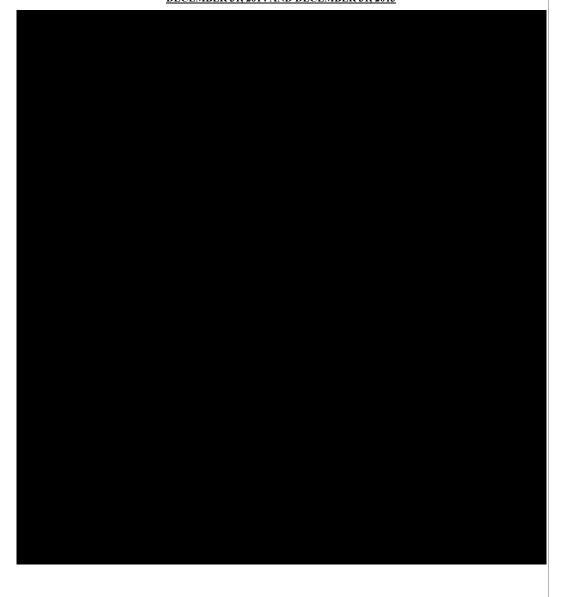
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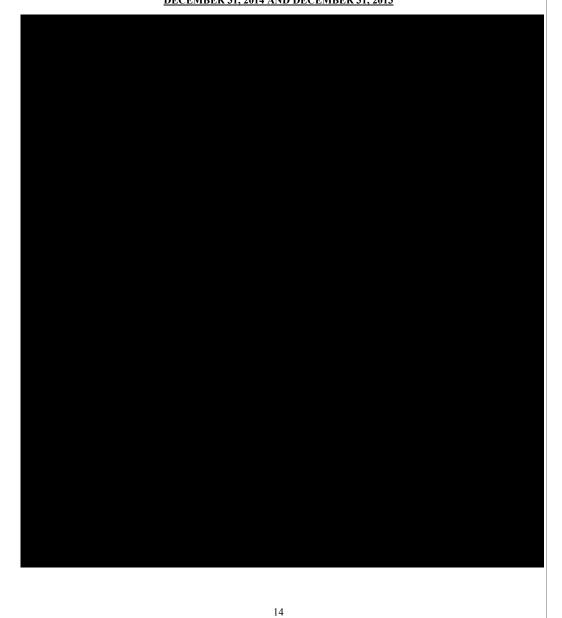


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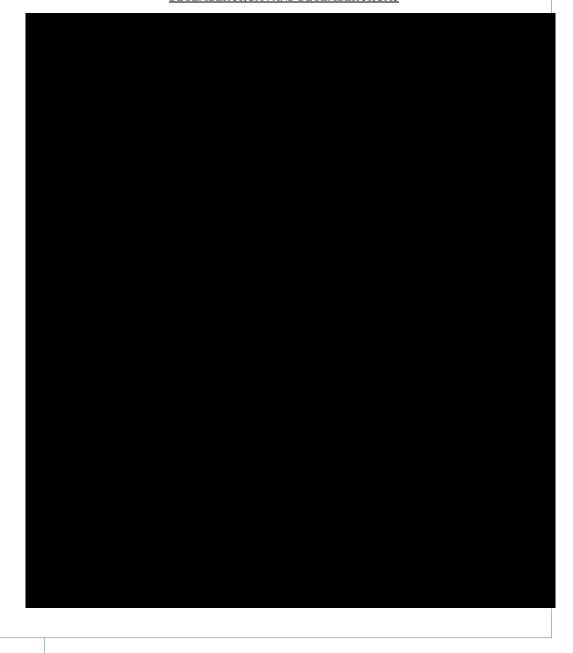






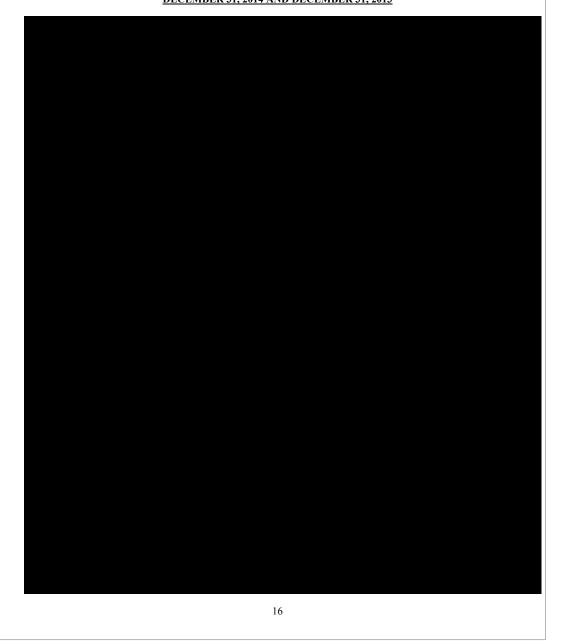














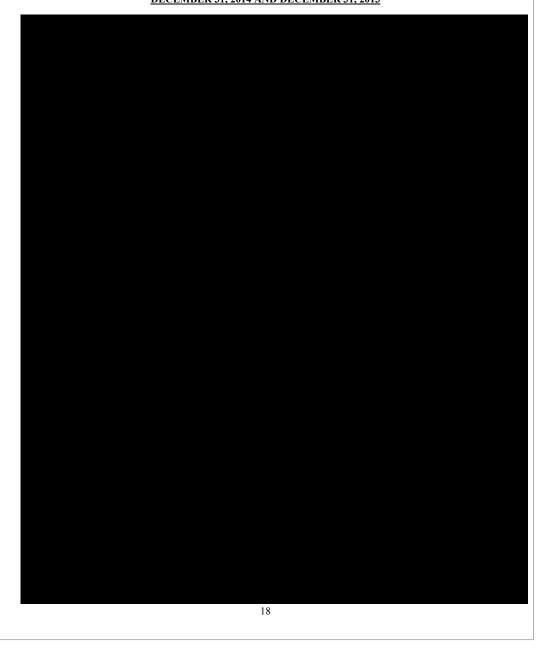


NOTES TO CONSOLIDATED FINANCIAL STATEMENTS - DECEMBER 31, 2014 AND DECEMBER 31, 2013



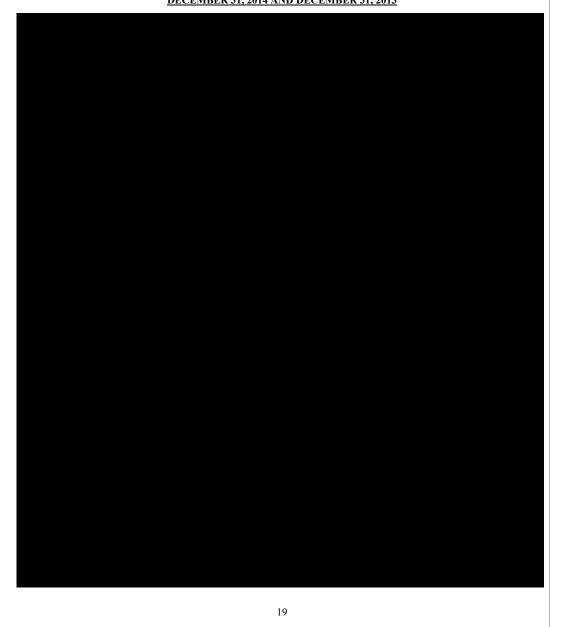






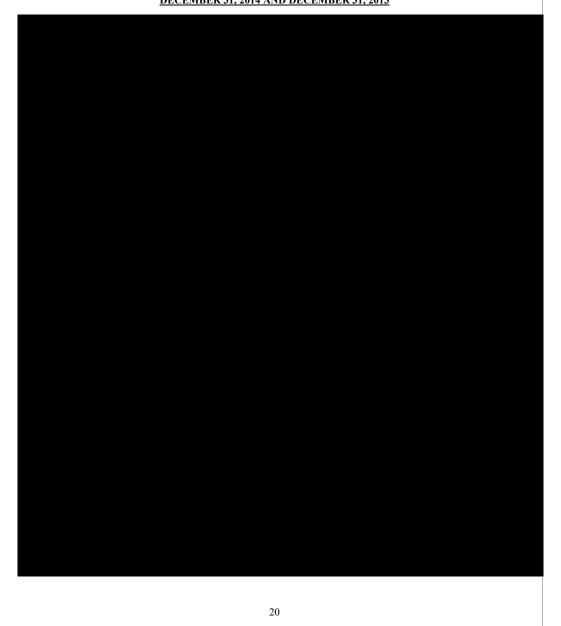






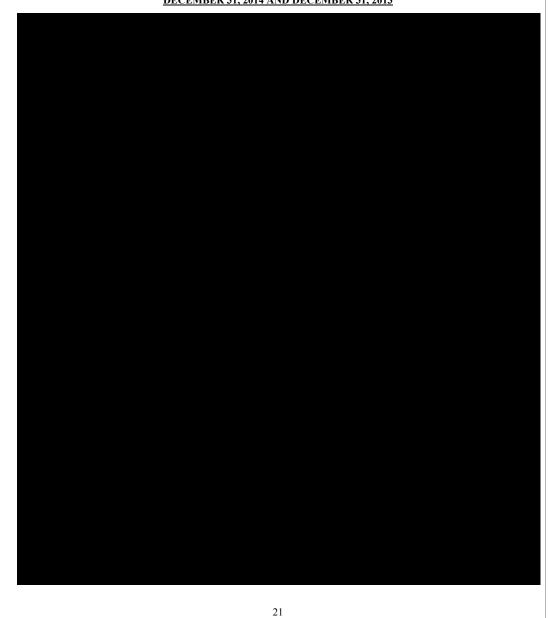








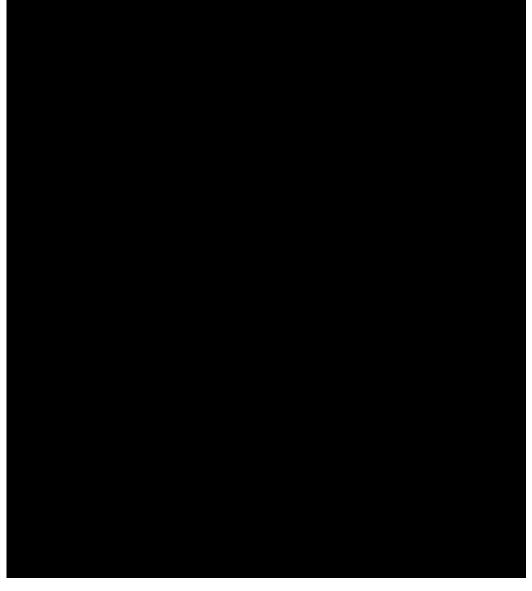








NOTES TO CONSOLIDATED FINANCIAL STATEMENTS - <u>DECEMBER 31, 2014 AND DECEMBER 31, 2013</u>





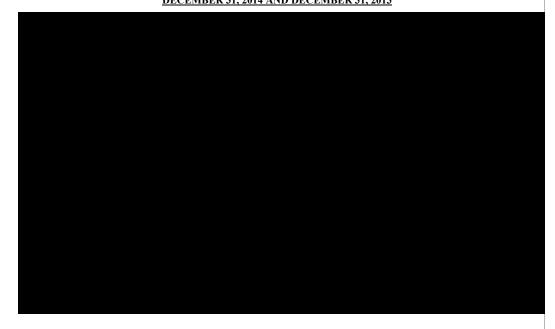








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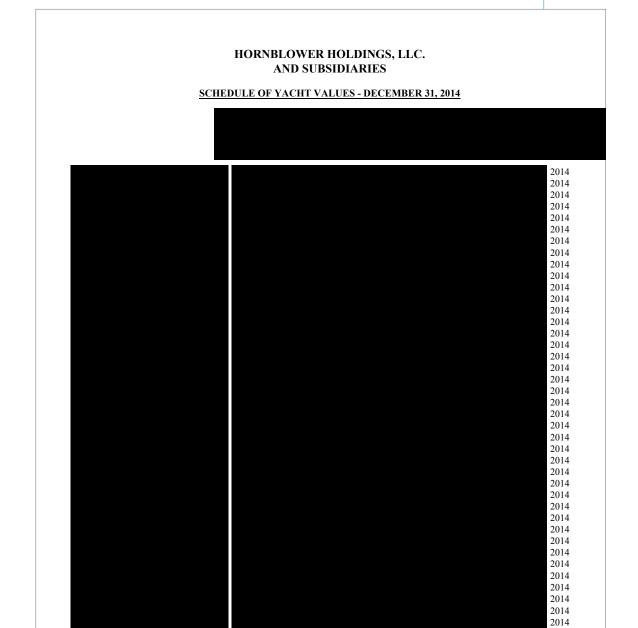




	HORNBLOWER HOLDINGS, LLC
	AND SUBSIDIARIES
	SUPPLEMENTARY INFORMATION
	25





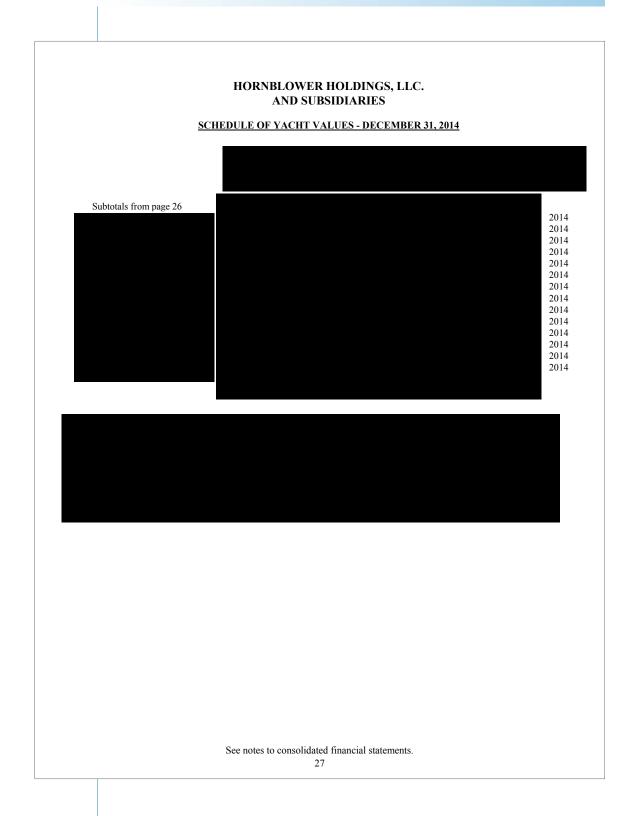


See notes to consolidated financial statements.

26











Appendix M: Respect our Planet Mission Statement



CORPORATE MISSION STATEMENT

At Statue Cruises we are committed to respecting our customers, our crew, and the natural environment. Through our integrated health & safety, quality and environmental management system, we strive to serve you better and leave the planet a better place than when we began.

ENVIRONMENT

We RESPECT OUR PLANET and will protect and conserve the natural resources and ecosystems on which our business depends. We are committed to preventing pollution, reducing waste, conserving water and energy, and educating our guests and employees on environmental stewardship. We will seek opportunities to partner with stakeholders that support our commitment to the environment.

HEALTH AND SAFETY

We RESPECT our customers and crew because their health and safety is our first priority. We expect every member of our crew to perform their tasks with a "safety first" attitude. We will provide safe, healthful facilities and services for the enjoyment of our customers and a healthy, safe work environment for all crew. We will provide crew training and resources to ensure that safety is never compromised in our work activities.

QUALITY

We RESPECT our eustomers because we want them to be 100% satisfied 100% of the time. If our customers are not satisfied, we do not have a business future. We will ask for customer feedback and will take prompt action to resolve customer issues.

CONTINUAL IMPROVEMENT

We RESPECT all applicable laws, regulations and industry standards under which we operate and, as an ethical company, we are committed to full compliance with these requirements. We will verify our compliance and performance through third-party audits and will promptly correct shortcomings.

We will truly RESPECT OUR PLANET by incorporating best management practices into our operations and seeking to continuously improve our management approach. In doing so, we will also RESPECT our business and the livelihoods of our crew by ensuring the continued economic success of our company,

Michael Burke, VP/COO





Appendix N: Alternative Funding Strategies To Reduce Subsidies

Hornblower has put together projections that it believes are representative of the cost of running a world class, system-wide ferry operation in New York City. Long-Term Sustainability Comprehensive and Route Exhibits in Appendix N show the requested compensation by the Respondent as the Operations Fee/Profit and the Net Cost of Operations, two of the components of Base Compensation.

The "Request for Assistance" or "Operating Subsidy" in industry language (hereafter "Subsidy") is substantial at the front end of this project. There are many reasons for this including, but not limited to: Route and Service Requirements of RFP-The number of routes, headways, travel times, estimated capacities, future growth requirements to reduce Subsidy, bike and stroller accessibility, marketability, brand development strategy, public policy and various other requirements generally dictate a need for a fleet of new ferries for this project rather than a cobbled together fleet of vessels that are past their prime or unable to perform reliably. If the desire is to minimize Subsidy, the system itself must be first class.

The Long –Term Sustainability-Comprehensive Response Exhibit in Appendix N lays out strategies toward a self-sustaining ferry service and a plan for participation payments between the Respondent and NYCEDC. The Scenarios presented in the exhibit and below are cumulative and illustrate a path toward long-term sustainability and participation payments. Detail by route is available should the NYCEDC choose to pursue some of the options suggested below.

Vessel Funding Strategies: Most municipal ferry operating contracts provide separate funding for the acquisition of the vessels. Capital budgets, charter costs, debt service and vessel rentals are usually not integrated into the operation of the ferry system that is integral to the transportation infrastructure of the area. Farebox recovery ratios should be analyzed and compared with and without vessel capital cost to show the impact of this policy. In the case of this RFP, because the Subsidy is short term (5 years or less), and substantial new special purpose assets (16 vessels costing over \$50 million) are being provided, the impact of the Subsidy requirement is substantial. There are a number of strategies NYCEDC has available to insure the proper fleet is available. Given the time frame for responding to the RFP, firm alternative options are limited. Hornblower proposes to provide a ferry funding strategy that allows NYCEDC to pursue other ferry acquisition and funding approaches that reduce Subsidy costs. These include sale of vessel and route naming rights, final landing location selection grants, application for Federal funds, tax incentivized vessel charter agreements, and other creative vessel acquisition financing structures.





If none of these options are executed, or to the extent they fall short of 100% of the goal of elimination of Subsidy associated with acquisition of capital assets, Hornblower will provide the vessels at predetermined contractual payment levels. Hornblower may, at its option, elect to use capital or financial partners in the fleet ownership structure if the vessels are provided by Hornblower. However, Hornblower will retain management control of both the operating and vessel owning entities. For illustration, the Long–Term Sustainability-Comprehensive Response Exhibit in Appendix N shows the Subsidy reduction associated with elimination of Subsidy associated with vessel capital cost. This approach allows NYCEDC to continue to secure the most cost effective funding without delaying the implementation of the project. It is not mutually exclusive for Hornblower to commence construction of the vessels while NYCEDC continues to seek alternative vessel funding sources designed to reduce Subsidy payments.

Purchasing of Fuel at City Contracted Prices: Fuel costs are a significant expense in operating a ferry service. Subsidies could be reduced by providing the Operator a means of purchasing fuel at lower price that is not available to the Operator through normal business operations.

Landing Fees: The Respondent suggests landing fees be waived for any landings owned by the NYCEDC. Ultimately, fees paid by the Respondent result in an increase in Subsidy paid by the NYCEDC.

Shuttle Bus: The Respondent recognizes the necessity to offer transportation to attract riders and make it easier for passengers to reach the ferry. However, if ridership for a certain route is not great enough to justify the cost of offering shuttle transportation, then the NYCEDC might consider alternatives such as running buses at Peak hours only, having another public transportation service deliver and pick-up passengers from the ferry landings or eliminate unprofitable shuttle bus routes.

Increase Fares: After all the variables stated above have been implemented to improve cost efficiencies, one of the last options to lower subsidies or increase participation payments is to increase ridership or increase fares. Scenario 6 in the Long –Term Sustainability-Comprehensive Response Exhibit in Appendix N illustrates the effect on subsidy payments when a price increase closer to market rates is implemented. A fare increase can significantly reduce or eliminate subsidies and provide the NYCEDC with a participation payment revenue stream.





Citywide Ferry System Long-Term Sustainability - Comprehensive Response Section 6.9.1

	Total	Total	Total	Total	Total
	Year 1	Year 2	Year 3	Year 4	Year 5
cenario 1: (per Proposal)					
Comprehensive Response - Project Expense Summary:	.= ====				
Gross Cost of Operations	47,762,858	47,375,570	48,416,321	49,494,956	50,626,722
Anticipated Revenue Base Compensation	18,427,095	19,012,275	19,660,561	20,330,355	21,025,114
Net Cost of Operations					
Operations Fee/Profit					
Participation Payment Fee to NYCEDC					
Per Passenger:					
Gross Cost of Operations Anticipated Revenue					
Base Compensation					
Date compensation					
Percentage:					
Farebox Recovery ratio					
Subsidy %					
Scenario 2: Scenario 1 adjusted for City Owned Vessels					
Comprehensive Response - Project Expense Summary:					
Elimination of vessel fees					
Gross Cost of Operations (adjusted)					
Anticipated Revenue Base Compensation					
Net Cost of Operations					
Operations Fee/Profit					
Partcipation Payment Fee to NYCEDC (50%)					
Per Passenger:					
Gross Cost of Operations					
Anticipated Revenue Base Compensation					
base Compensation					
Percentage:					
Farebox Recovery ratio					
Subsidy %					
cenario 3: Scenario 2 adjusted for Fuel Purchased at City Contract Po	ric				
Comprehensive Response - Project Expense Summary:					
Fuel costs savings (assume \$2.50/gallon, with 3% increase per year)					
Gross Cost of Operations (adjusted) Anticipated Revenue					
Base Compensation					
Net Cost of Operations					
Operations Fee/Profit					
Partcipation Payment Fee to NYCEDC (50%)					
Dan Danasanana					
Per Passenger: Gross Cost of Operations					
Anticipated Revenue					
Base Compensation					
·					
Percentage:					
Farebox Recovery ratio Subsidy %					
oubsidy /0					





Citywide Ferry System Long-Term Sustainability - Comprehensive Response Section 6.9.1

	Total	Total	Total	Total	Total
	Year 1	Year 2	Year 3	Year 4	Year 5
Scenario 4: Scenario 3 adjusted no Landing Fees for Landings owned	by NYCEDC				
Comprehensive Response - Project Expense Summary: Elimination of Landing fees					
Gross Cost of Operations					
Anticipated Revenue					
Base Compensation					
Net Cost of Operations					
Operations Fee/Profit					
Partcipation Payment Fee to NYCEDC (50%)					
Per Passenger:					
Gross Cost of Operations					
Anticipated Revenue					
Base Compensation					
Reventere					
Percentage: Farebox Recovery ratio					
Subsidy %					
•					
Connection E. Connection 4 additional few Christian Disease Operated by MTA					
Scenario 5: Scenario 4 adjusted for Shuttle Buses Operated by MTA Comprehensive Response - Project Expense Summary:					
Elimination of shuttle bus costs					
Gross Cost of Operations					
Anticipated Revenue					
Base Compensation					
Net Cost of Operations					
Operations Fee/Profit					
Partcipation Payment Fee to NYCEDC (50%)					
Per Passenger:					
Gross Cost of Operations					
Anticipated Revenue					
Base Compensation					
Percentage:					
Farebox Recovery ratio					
Subsidy %					
Scenario 6: Scenario 5 adjusted for Fare increase					
Comprehensive Response - Project Expense Summary:					
Increase in ticket fare from \$2.75 to \$4.95					
Gross Cost of Operations					
Anticipated Revenue					
Base Compensation					
Net Cost of Operations					
Operations Fee/Profit					
Partcipation Payment Fee to NYCEDC (50%)					
Per Passenger:					
Gross Cost of Operations					
Anticipated Revenue					
Base Compensation					
Percentage:					
Farebox Recovery ratio Subsidy %					





Appendix G: Route Schedules

Astoria Route

		Week	days	ys Astoria to Wall Street/Pier 11 Wall Street/Pier 11 to Astoria									ia
		Minutes from Astoria to WS/P11	Minutes from WS/P11 to Astoria	Astoria	Roosevelt Island	Long Island City North	East 34th Street	Wall Street/Pier 11	Wall Street/Pier 11	East 34th Street	Long Island City North	Roosevelt Island	Astoria
		ter minut ween sto			10.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	10.0
					Wi	nter (No	vember	- Februa	ry)				
Off-Peak	Boat 1	35.0	35.0	6:30 AM	6:40 AM	6:45 AM	6:55 AM	7:05 AM	7:05 AM	7:15 AM	7:25 AM	7:30 AM	7:40 AM
Off-Peak	Boat 2	35.0	35.0	6:50 AM	7:00 AM	7:05 AM	7:15 AM	7:25 AM	7:25 AM	7:35 AM	7:45 AM	7:50 AM	8:00 AM
Peak	Boat 3	35.0	35.0	7:10 AM	7:20 AM	7:25 AM	7:35 AM	7:45 AM	7:45 AM	7:55 AM	8:05 AM	8:10 AM	8:20 AM
Peak	Boat 4	35.0	35.0	7:30 AM	7:40 AM	7:45 AM	7:55 AM	8:05 AM	8:05 AM	8:15 AM	8:25 AM	8:30 AM	8:40 AM
Peak	Boat 1	35.0	35.0	7:50 AM	8:00 AM	8:05 AM	8:15 AM	8:25 AM	8:25 AM	8:35 AM	8:45 AM	8:50 AM	9:00 AM
Peak	Boat 2	35.0	35.0	8:10 AM	8:20 AM	8:25 AM	8:35 AM	8:45 AM	8:45 AM	8:55 AM	9:05 AM	9:10 AM	9:20 AM
Peak	Boat 3	35.0	35.0	8:30 AM	8:40 AM	8:45 AM	8:55 AM	9:05 AM	9:05 AM	9:15 AM	9:25 AM	9:30 AM	9:40 AM
Peak	Boat 4	35.0	35.0	8:50 AM	9:00 AM	9:05 AM	9:15 AM	9:25 AM	9:25 AM	9:35 AM	9:45 AM	9:50 AM	10:00 AM
Peak	Boat 1	35.0	35.0	9:10 AM	9:20 AM	9:25 AM	9:35 AM	9:45 AM	9:45 AM	9:55 AM	10:05 AM	10:10 AM	10:20 AM
Off-Peak	Boat 2	35.0	35.0	10:10 AM	10:20 AM	10:25 AM	10:35 AM	10:45 AM	10:45 AM	10:55 AM	11:05 AM	11:10 AM	11:20 AM
Off-Peak	Boat 1	35.0	35.0	11:10 AM	11:20 AM	11:25 AM	11:35 AM	11:45 AM	11:45 AM	11:55 AM	12:05 PM	12:10 PM	12:20 PM
Off-Peak	Boat 2	35.0	35.0	12:10 PM	12:20 PM	12:25 PM	12:35 PM	12:45 PM	12:45 PM	12:55 PM	1:05 PM	1:10 PM	1:20 PM
Off-Peak	Boat 1	35.0	35.0	1:10 PM	1:20 PM	1:25 PM	1:35 PM	1:45 PM	1:45 PM	1:55 PM	2:05 PM	2:10 PM	2:20 PM
Off-Peak	Boat 2	35.0	35.0	2:10 PM	2:20 PM	2:25 PM	2:35 PM	2:45 PM	2:45 PM	2:55 PM	3:05 PM	3:10 PM	3:20 PM
Off-Peak	Boat 1	35.0	35.0	3:10 PM	3:20 PM	3:25 PM	3:35 PM	3:45 PM	3:45 PM	3:55 PM	4:05 PM	4:10 PM	4:20 PM
Off-Peak	Boat 2	35.0	35.0	4:10 PM	4:20 PM	4:25 PM	4:35 PM	4:45 PM	4:45 PM	4:55 PM	5:05 PM	5:10 PM	5:20 PM
Peak	Boat 1	35.0	35.0	4:30 PM	4:40 PM	4:45 PM	4:55 PM	5:05 PM	5:05 PM	5:15 PM	5:25 PM	5:30 PM	5:40 PM
Peak	Boat 3	35.0	35.0	4:50 PM	5:00 PM	5:05 PM	5:15 PM	5:25 PM	5:25 PM	5:35 PM	5:45 PM	5:50 PM	6:00 PM
Peak	Boat 4	35.0	35.0	5:10 PM	5:20 PM	5:25 PM	5:35 PM	5:45 PM	5:45 PM	5:55 PM	6:05 PM	6:10 PM	6:20 PM
Peak	Boat 2	35.0	35.0	5:30 PM	5:40 PM	5:45 PM	5:55 PM	6:05 PM	6:05 PM	6:15 PM	6:25 PM	6:30 PM	6:40 PM
Peak	Boat 1	35.0	35.0	5:50 PM	6:00 PM	6:05 PM	6:15 PM	6:25 PM	6:25 PM	6:35 PM	6:45 PM	6:50 PM	7:00 PM
Peak	Boat 3	35.0	35.0	6:10 PM	6:20 PM	6:25 PM	6:35 PM	6:45 PM	6:45 PM	6:55 PM	7:05 PM	7:10 PM	7:20 PM
Off-Peak	Boat 2	35.0	35.0	7:10 PM	7:20 PM	7:25 PM	7:35 PM	7:45 PM	7:45 PM	7:55 PM	8:05 PM	8:10 PM	8:20 PM
Off-Peak	Boat 1	35.0	35.0	8:10 PM	8:20 PM	8:25 PM	8:35 PM	8:45 PM	8:45 PM	8:55 PM	9:05 PM	9:10 PM	9:20 PM
Off-Peak	Boat 2	35.0	35.0	9:10 PM	9:20 PM	9:25 PM	9:35 PM	9:45 PM	9:45 PM	9:55 PM	10:05 PM	10:10 PM	10:20 PM





	Week	cends	As	storia to	Wall Str	eet/Pier	11	W	all Stree	t/Pier 11	to Astor	ia
	Minutes from Astoria to WS/P11	Minutes from WS/P11 to Astoria	Astoria	Roosevelt Island	Long Island City North	East 34th Street	Wall Street/Pier 11	Wall Street/Pier 11	East 34th Street	Long Island City North	Roosevelt Island	Astoria
	ter minut ween sto			10.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	10.0
				Wi	nter (No	vember	- Februa	ry)				
Boat 1	35.0	35.0	6:30 AM	6:40 AM	6:45 AM	6:55 AM	7:05 AM	7:05 AM	7:15 AM	7:25 AM	7:30 AM	7:40 AM
Boat 2	35.0	35.0	8:00 AM	8:10 AM	8:15 AM	8:25 AM	8:35 AM	8:35 AM	8:45 AM	8:55 AM	9:00 AM	9:10 AM
Boat 1	35.0	35.0	9:30 AM	9:40 AM	9:45 AM	9:55 AM	10:05 AM	10:05 AM	10:15 AM	10:25 AM	10:30 AM	10:40 AM
Boat 2	35.0	35.0	11:00 AM	11:10 AM	11:15 AM	11:25 AM	11:35 AM	11:35 AM	11:45 AM	11:55 AM	12:00 PM	12:10 PM
Boat 1	35.0	35.0	12:00 PM	12:10 PM	12:15 PM	12:25 PM	12:35 PM	12:35 PM	12:45 PM	12:55 PM	1:00 PM	1:10 PM
Boat 2	35.0	35.0	1:20 PM	1:30 PM	1:35 PM	1:45 PM	1:55 PM	1:55 PM	2:05 PM	2:15 PM	2:20 PM	2:30 PM
Boat 1	35.0	35.0	2:50 PM	3:00 PM	3:05 PM	3:15 PM	3:25 PM	3:25 PM	3:35 PM	3:45 PM	3:50 PM	4:00 PM
Boat 2	35.0	35.0	4:20 PM	4:30 PM	4:35 PM	4:45 PM	4:55 PM	4:55 PM	5:05 PM	5:15 PM	5:20 PM	5:30 PM
Boat 1	35.0	35.0	5:50 PM	6:00 PM	6:05 PM	6:15 PM	6:25 PM	6:25 PM	6:35 PM	6:45 PM	6:50 PM	7:00 PM
Boat 2	35.0	35.0	7:20 PM	7:30 PM	7:35 PM	7:45 PM	7:55 PM	7:55 PM	8:05 PM	8:15 PM	8:20 PM	8:30 PM
Boat 1	35.0	35.0	8:50 PM	9:00 PM	9:05 PM	9:15 PM	9:25 PM	9:25 PM	9:35 PM	9:45 PM	9:50 PM	10:00 PM





	Weekday			As	storia to	Wall Str	eet/Pier	11	W	all Stree	t/Pier 11	to Astor	ia
		Minutes from Astoria to WS/P11	Minutes from WS/P11 to Astoria	Astoria	Roosevelt Island	Long Island City North	East 34th Street	Wall Street/Pier 11	Wall Street/Pier 11	East 34th Street	Long Island City North	Roosevelt Island	Astoria
		ter minut ween sto	es		10.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	10.0
					Should	ers (Mar	ch, Sept	ember-O	ctober)				
Off-Peak	Boat 1	35.0	35.0	6:30 AM	6:40 AM	6:45 AM	6:55 AM	7:05 AM	7:05 AM	7:15 AM	7:25 AM	7:30 AM	7:40 AM
Off-Peak	Boat 2	35.0	35.0	6:50 AM	7:00 AM	7:05 AM	7:15 AM	7:25 AM	7:25 AM	7:35 AM	7:45 AM	7:50 AM	8:00 AM
Peak	Boat 3	35.0	35.0	7:10 AM	7:20 AM	7:25 AM	7:35 AM	7:45 AM	7:45 AM	7:55 AM	8:05 AM	8:10 AM	8:20 AM
Peak	Boat 4	35.0	35.0	7:30 AM	7:40 AM	7:45 AM	7:55 AM	8:05 AM	8:05 AM	8:15 AM	8:25 AM	8:30 AM	8:40 AM
Peak	Boat 1	35.0	35.0	7:50 AM	8:00 AM	8:05 AM	8:15 AM	8:25 AM	8:25 AM	8:35 AM	8:45 AM	8:50 AM	9:00 AM
Peak	Boat 2	35.0	35.0	8:10 AM	8:20 AM	8:25 AM	8:35 AM	8:45 AM	8:45 AM	8:55 AM	9:05 AM	9:10 AM	9:20 AM
Peak	Boat 3	35.0	35.0	8:30 AM	8:40 AM	8:45 AM	8:55 AM	9:05 AM	9:05 AM	9:15 AM	9:25 AM	9:30 AM	9:40 AM
Peak	Boat 4	35.0	35.0	8:50 AM	9:00 AM	9:05 AM	9:15 AM	9:25 AM	9:25 AM	9:35 AM	9:45 AM	9:50 AM	10:00 AM
Peak	Boat 1	35.0	35.0	9:10 AM	9:20 AM	9:25 AM	9:35 AM	9:45 AM	9:45 AM	9:55 AM	10:05 AM	10:10 AM	10:20 AM
Off-Peak	Boat 2	35.0	35.0	9:55 AM	10:05 AM	10:10 AM	10:20 AM	10:30 AM	10:30 AM	10:40 AM	10:50 AM	10:55 AM	11:05 AM
Off-Peak	Boat 1	35.0	35.0	10:40 AM	10:50 AM	10:55 AM	11:05 AM	11:15 AM	11:15 AM	11:25 AM	11:35 AM	11:40 AM	11:50 AM
Off-Peak	Boat 2	35.0	35.0	11:25 AM	11:35 AM	11:40 AM	11:50 AM	12:00 PM	12:00 PM	12:10 PM	12:20 PM	12:25 PM	12:35 PM
Off-Peak	Boat 1	35.0	35.0	12:10 PM	12:20 PM	12:25 PM	12:35 PM	12:45 PM	12:45 PM	12:55 PM	1:05 PM	1:10 PM	1:20 PM
Off-Peak	Boat 2	35.0	35.0	12:55 PM	1:05 PM	1:10 PM	1:20 PM	1:30 PM	1:30 PM	1:40 PM	1:50 PM	1:55 PM	2:05 PM
Off-Peak	Boat 1	35.0	35.0	1:40 PM	1:50 PM	1:55 PM	2:05 PM	2:15 PM	2:15 PM	2:25 PM	2:35 PM	2:40 PM	2:50 PM
Off-Peak	Boat 2	35.0	35.0	2:25 PM	2:35 PM	2:40 PM	2:50 PM	3:00 PM	3:00 PM	3:10 PM	3:20 PM	3:25 PM	3:35 PM
Off-Peak	Boat 1	35.0	35.0	3:10 PM	3:20 PM	3:25 PM	3:35 PM	3:45 PM	3:45 PM	3:55 PM	4:05 PM	4:10 PM	4:20 PM
Off-Peak	Boat 2	35.0	35.0	3:55 PM	4:05 PM	4:10 PM	4:20 PM	4:30 PM	4:30 PM	4:40 PM	4:50 PM	4:55 PM	5:05 PM
Peak	Boat 3	35.0	35.0	4:15 PM	4:25 PM	4:30 PM	4:40 PM	4:50 PM	4:50 PM	5:00 PM	5:10 PM	5:15 PM	5:25 PM
Peak	Boat 4	35.0	35.0	4:35 PM	4:45 PM	4:50 PM	5:00 PM	5:10 PM	5:10 PM	5:20 PM	5:30 PM	5:35 PM	5:45 PM
Peak	Boat 1	35.0	35.0	4:55 PM	5:05 PM	5:10 PM	5:20 PM	5:30 PM	5:30 PM	5:40 PM	5:50 PM	5:55 PM	6:05 PM
Peak	Boat 2	35.0	35.0	5:15 PM	5:25 PM	5:30 PM	5:40 PM	5:50 PM	5:50 PM	6:00 PM	6:10 PM	6:15 PM	6:25 PM
Peak	Boat 3	35.0	35.0	5:35 PM	5:45 PM	5:50 PM	6:00 PM	6:10 PM	6:10 PM	6:20 PM	6:30 PM	6:35 PM	6:45 PM
Peak	Boat 4	35.0	35.0	5:55 PM	6:05 PM	6:10 PM	6:20 PM	6:30 PM	6:30 PM	6:40 PM	6:50 PM	6:55 PM	7:05 PM
Peak	Boat 1	35.0	35.0	6:15 PM	6:25 PM	6:30 PM	6:40 PM	6:50 PM	6:50 PM	7:00 PM	7:10 PM	7:15 PM	7:25 PM
Peak	Boat 2	35.0	35.0	6:30 PM	6:40 PM	6:45 PM	6:55 PM	7:05 PM	7:05 PM	7:15 PM	7:25 PM	7:30 PM	7:40 PM
Off-Peak	Boat 1	35.0	35.0	7:15 PM	7:25 PM	7:30 PM	7:40 PM	7:50 PM	7:50 PM	8:00 PM	8:10 PM	8:15 PM	8:25 PM
Off-Peak	Boat 2	35.0	35.0	8:00 PM	8:10 PM	8:15 PM	8:25 PM	8:35 PM	8:35 PM	8:45 PM	8:55 PM	9:00 PM	9:10 PM
Off-Peak	Boat 1	35.0	35.0	8:45 PM	8:55 PM	9:00 PM	9:10 PM	9:20 PM	9:25 PM	9:35 PM	9:45 PM	9:50 PM	10:00 PM





	Week	ronds	Δ.	storio to	Wall Str	eet/Pier	11	١٨/	all Strag	t/Pier 11	to Astor	rio
	vveer	tenas	A	storia to	vvali Str	eet/Fier	11	VV	an Stree	t/Pier II	to Astor	Id
	Minutes from Astoria to WS/P11	Minutes from WS/P11 to Astoria	Astoria	Roosevelt Island	Long Island City North	East 34th Street	Wall Street/Pier 11	Wall Street/Pier 11	East 34th Street	Long Island City North	Roosevelt Island	Astoria
	ter minut ween sto			10.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	10.0
				Should	ers (Mar	ch, Sept	ember-O	ctober)				
Boat 1	35.0	35.0	6:30 AM	6:40 AM	6:45 AM	6:55 AM	7:05 AM	7:05 AM	7:15 AM	7:25 AM	7:30 AM	7:40 AM
Boat 2	35.0	35.0	7:30 AM	7:40 AM	7:45 AM	7:55 AM	8:05 AM	8:05 AM	8:15 AM	8:25 AM	8:30 AM	8:40 AM
Boat 1	35.0	35.0	8:30 AM	8:40 AM	8:45 AM	8:55 AM	9:05 AM	9:05 AM	9:15 AM	9:25 AM	9:30 AM	9:40 AM
Boat 2	35.0	35.0	9:30 AM	9:40 AM	9:45 AM	9:55 AM	10:05 AM	10:05 AM	10:15 AM	10:25 AM	10:30 AM	10:40 AM
Boat 1	35.0	35.0	10:30 AM	10:40 AM	10:45 AM	10:55 AM	11:05 AM	11:05 AM	11:15 AM	11:25 AM	11:30 AM	11:40 AM
Boat 2	35.0	35.0	11:30 AM	11:40 AM	11:45 AM	11:55 AM	12:05 PM	12:05 PM	12:15 PM	12:25 PM	12:30 PM	12:40 PM
Boat 1	35.0	35.0	12:30 PM	12:40 PM	12:45 PM	12:55 PM	1:05 PM	1:05 PM	1:15 PM	1:25 PM	1:30 PM	1:40 PM
Boat 2	35.0	35.0	1:30 PM	1:40 PM	1:45 PM	1:55 PM	2:05 PM	2:05 PM	2:15 PM	2:25 PM	2:30 PM	2:40 PM
Boat 1	35.0	35.0	2:30 PM	2:40 PM	2:45 PM	2:55 PM	3:05 PM	3:05 PM	3:15 PM	3:25 PM	3:30 PM	3:40 PM
Boat 2	35.0	35.0	3:30 PM	3:40 PM	3:45 PM	3:55 PM	4:05 PM	4:05 PM	4:15 PM	4:25 PM	4:30 PM	4:40 PM
Boat 1	35.0	35.0	4:30 PM	4:40 PM	4:45 PM	4:55 PM	5:05 PM	5:05 PM	5:15 PM	5:25 PM	5:30 PM	5:40 PM
Boat 2	35.0	35.0	5:30 PM	5:40 PM	5:45 PM	5:55 PM	6:05 PM	6:05 PM	6:15 PM	6:25 PM	6:30 PM	6:40 PM
Boat 1	35.0	35.0	6:30 PM	6:40 PM	6:45 PM	6:55 PM	7:05 PM	7:05 PM	7:15 PM	7:25 PM	7:30 PM	7:40 PM
Boat 2	35.0	35.0	7:30 PM	7:40 PM	7:45 PM	7:55 PM	8:05 PM	8:05 PM	8:15 PM	8:25 PM	8:30 PM	8:40 PM
Boat 1	35.0	35.0	8:30 PM	8:40 PM	8:45 PM	8:55 PM	9:05 PM	9:25 PM	9:35 PM	9:45 PM	9:50 PM	10:00 PM





		Week	days	As	storia to	Wall Str	eet/Pier	11	W	all Stree	t/Pier 11	to Astor	ia
		Minutes from Astoria to WS/P11	Minutes from WS/P11 to Astoria	Astoria	Roosevelt Island	Long Island City North	East 34th Street	Wall Street/Pier 11	Wall Street/Pier 11	East 34th Street	Long Island City North	Roosevelt Island	Astoria
		ter minut ween sto			10.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	10.0
						Summe	r (April-	August)					
Off-Peak	Boat 1	35.0	35.0	6:30 AM	6:40 AM	6:45 AM	6:55 AM	7:05 AM	7:05 AM	7:15 AM	7:25 AM	7:30 AM	7:40 AM
Off-Peak	Boat 2	35.0	35.0	6:50 AM	7:00 AM	7:05 AM	7:15 AM	7:25 AM	7:25 AM	7:35 AM	7:45 AM	7:50 AM	8:00 AM
Peak	Boat 3	35.0	35.0	7:10 AM	7:20 AM	7:25 AM	7:35 AM	7:45 AM	7:45 AM	7:55 AM	8:05 AM	8:10 AM	8:20 AM
Peak	Boat 4	35.0	35.0	7:30 AM	7:40 AM	7:45 AM	7:55 AM	8:05 AM	8:05 AM	8:15 AM	8:25 AM	8:30 AM	8:40 AM
Peak	Boat 1	35.0	35.0	7:50 AM	8:00 AM	8:05 AM	8:15 AM	8:25 AM	8:25 AM	8:35 AM	8:45 AM	8:50 AM	9:00 AM
Peak	Boat 2	35.0	35.0	8:10 AM	8:20 AM	8:25 AM	8:35 AM	8:45 AM	8:45 AM	8:55 AM	9:05 AM	9:10 AM	9:20 AM
Peak	Boat 3	35.0	35.0	8:30 AM	8:40 AM	8:45 AM	8:55 AM	9:05 AM	9:05 AM	9:15 AM	9:25 AM	9:30 AM	9:40 AM
Peak	Boat 4	35.0	35.0	8:50 AM	9:00 AM	9:05 AM	9:15 AM	9:25 AM	9:25 AM	9:35 AM	9:45 AM	9:50 AM	10:00 AM
Peak	Boat 1	35.0	35.0	9:10 AM	9:20 AM	9:25 AM	9:35 AM	9:45 AM	9:45 AM	9:55 AM	10:05 AM	10:10 AM	10:20 AM
Off-Peak	Boat 2	35.0	35.0	9:55 AM	10:05 AM	10:10 AM	10:20 AM	10:30 AM	10:30 AM	10:40 AM	10:50 AM	10:55 AM	11:05 AM
Off-Peak	Boat 1	35.0	35.0	10:40 AM	10:50 AM	10:55 AM	11:05 AM	11:15 AM	11:15 AM	11:25 AM	11:35 AM	11:40 AM	11:50 AM
Off-Peak	Boat 2	35.0	35.0	11:25 AM	11:35 AM	11:40 AM	11:50 AM	12:00 PM	12:00 PM	12:10 PM	12:20 PM	12:25 PM	12:35 PM
Off-Peak	Boat 1	35.0	35.0	12:10 PM	12:20 PM	12:25 PM	12:35 PM	12:45 PM	12:45 PM	12:55 PM	1:05 PM	1:10 PM	1:20 PM
Off-Peak	Boat 2	35.0	35.0	12:55 PM	1:05 PM	1:10 PM	1:20 PM	1:30 PM	1:30 PM	1:40 PM	1:50 PM	1:55 PM	2:05 PM
Off-Peak	Boat 1	35.0	35.0	1:40 PM	1:50 PM	1:55 PM	2:05 PM	2:15 PM	2:15 PM	2:25 PM	2:35 PM	2:40 PM	2:50 PM
Off-Peak	Boat 2	35.0	35.0	2:25 PM	2:35 PM	2:40 PM	2:50 PM	3:00 PM	3:00 PM	3:10 PM	3:20 PM	3:25 PM	3:35 PM
Off-Peak	Boat 1	35.0	35.0	3:10 PM	3:20 PM	3:25 PM	3:35 PM	3:45 PM	3:45 PM	3:55 PM	4:05 PM	4:10 PM	4:20 PM
Off-Peak	Boat 2	35.0	35.0	3:55 PM	4:05 PM	4:10 PM	4:20 PM	4:30 PM	4:30 PM	4:40 PM	4:50 PM	4:55 PM	5:05 PM
Peak	Boat 3	35.0	35.0	4:15 PM	4:25 PM	4:30 PM	4:40 PM	4:50 PM	4:50 PM	5:00 PM	5:10 PM	5:15 PM	5:25 PM
Peak	Boat 4	35.0	35.0	4:35 PM	4:45 PM	4:50 PM	5:00 PM	5:10 PM	5:10 PM	5:20 PM	5:30 PM	5:35 PM	5:45 PM
Peak	Boat 1	35.0	35.0	4:55 PM	5:05 PM	5:10 PM	5:20 PM	5:30 PM	5:30 PM	5:40 PM	5:50 PM	5:55 PM	6:05 PM
Peak	Boat 2	35.0	35.0	5:15 PM	5:25 PM	5:30 PM	5:40 PM	5:50 PM	5:50 PM	6:00 PM	6:10 PM	6:15 PM	6:25 PM
Peak	Boat 3	35.0	35.0	5:35 PM	5:45 PM	5:50 PM	6:00 PM	6:10 PM	6:10 PM	6:20 PM	6:30 PM	6:35 PM	6:45 PM
Peak	Boat 4	35.0	35.0	5:55 PM	6:05 PM	6:10 PM	6:20 PM	6:30 PM	6:30 PM	6:40 PM	6:50 PM	6:55 PM	7:05 PM
Peak	Boat 1	35.0	35.0	6:15 PM	6:25 PM	6:30 PM	6:40 PM	6:50 PM	6:50 PM	7:00 PM	7:10 PM	7:15 PM	7:25 PM
Peak	Boat 2	35.0	35.0	6:30 PM	6:40 PM	6:45 PM	6:55 PM	7:05 PM	7:05 PM	7:15 PM	7:25 PM	7:30 PM	7:40 PM
Off-Peak	Boat 1	35.0	35.0	7:15 PM	7:25 PM	7:30 PM	7:40 PM	7:50 PM	7:50 PM	8:00 PM	8:10 PM	8:15 PM	8:25 PM
Off-Peak	Boat 2	35.0	35.0	8:00 PM	8:10 PM	8:15 PM	8:25 PM	8:35 PM	8:35 PM	8:45 PM	8:55 PM	9:00 PM	9:10 PM
Off-Peak	Boat 1	35.0	35.0	8:45 PM	8:55 PM	9:00 PM	9:10 PM	9:20 PM	9:25 PM	9:35 PM	9:45 PM	9:50 PM	10:00 PM





	Week	rends	Δ	storia to	Wall Str	eet/Pier	11	W	all Stree	t/Pier 11	to Astor	ria
	*****	Conas	, ,	otoria to	vvan otr	001/1101	''	• • •	un onco	171101 11	10 7 13101	
	Minutes from Astoria to WS/P11	Minutes from WS/P11 to Astoria	Astoria	Roosevelt Island	Long Island City North	East 34th Street	Wall Street/Pier 11	Wall Street/Pier 11	East 34th Street	Long Island City North	Roosevelt Island	Astoria
	ter minut ween sto			10.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	10.0
					Summe	r (April-	August)					
Boat 1	35.0	35.0	6:30 AM	6:40 AM	6:45 AM	6:55 AM	7:05 AM	7:05 AM	7:15 AM	7:25 AM	7:30 AM	7:40 AM
Boat 2	35.0	35.0	7:15 AM	7:25 AM	7:30 AM	7:40 AM	7:50 AM	7:50 AM	8:00 AM	8:10 AM	8:15 AM	8:25 AM
Boat 1	35.0	35.0	8:00 AM	8:10 AM	8:15 AM	8:25 AM	8:35 AM	8:35 AM	8:45 AM	8:55 AM	9:00 AM	9:10 AM
Boat 2	35.0	35.0	8:45 AM	8:55 AM	9:00 AM	9:10 AM	9:20 AM	9:20 AM	9:30 AM	9:40 AM	9:45 AM	9:55 AM
Boat 1	35.0	35.0	9:30 AM	9:40 AM	9:45 AM	9:55 AM	10:05 AM	10:05 AM	10:15 AM	10:25 AM	10:30 AM	10:40 AM
Boat 2	35.0	35.0	10:15 AM	10:25 AM	10:30 AM	10:40 AM	10:50 AM	10:50 AM	11:00 AM	11:10 AM	11:15 AM	11:25 AM
Boat 1	35.0	35.0	11:00 AM	11:10 AM	11:15 AM	11:25 AM	11:35 AM	11:35 AM	11:45 AM	11:55 AM	12:00 PM	12:10 PM
Boat 2	35.0	35.0	11:45 AM	11:55 AM	12:00 PM	12:10 PM	12:20 PM	12:20 PM	12:30 PM	12:40 PM	12:45 PM	12:55 PM
Boat 1	35.0	35.0	12:30 PM	12:40 PM	12:45 PM	12:55 PM	1:05 PM	1:05 PM	1:15 PM	1:25 PM	1:30 PM	1:40 PM
Boat 2	35.0	35.0	1:15 PM	1:25 PM	1:30 PM	1:40 PM	1:50 PM	1:50 PM	2:00 PM	2:10 PM	2:15 PM	2:25 PM
Boat 1	35.0	35.0	2:00 PM	2:10 PM	2:15 PM	2:25 PM	2:35 PM	2:35 PM	2:45 PM	2:55 PM	3:00 PM	3:10 PM
Boat 2	35.0	35.0	2:45 PM	2:55 PM	3:00 PM	3:10 PM	3:20 PM	3:20 PM	3:30 PM	3:40 PM	3:45 PM	3:55 PM
Boat 1	35.0	35.0	3:30 PM	3:40 PM	3:45 PM	3:55 PM	4:05 PM	4:05 PM	4:15 PM	4:25 PM	4:30 PM	4:40 PM
Boat 2	35.0	35.0	4:15 PM	4:25 PM	4:30 PM	4:40 PM	4:50 PM	4:50 PM	5:00 PM	5:10 PM	5:15 PM	5:25 PM
Boat 1	35.0	35.0	5:00 PM	5:10 PM	5:15 PM	5:25 PM	5:35 PM	5:35 PM	5:45 PM	5:55 PM	6:00 PM	6:10 PM
Boat 2	35.0	35.0	5:45 PM	5:55 PM	6:00 PM	6:10 PM	6:20 PM	6:20 PM	6:30 PM	6:40 PM	6:45 PM	6:55 PM
Boat 1	35.0	35.0	6:30 PM	6:40 PM	6:45 PM	6:55 PM	7:05 PM	7:05 PM	7:15 PM	7:25 PM	7:30 PM	7:40 PM
Boat 2	35.0	35.0	7:15 PM	7:25 PM	7:30 PM	7:40 PM	7:50 PM	7:50 PM	8:00 PM	8:10 PM	8:15 PM	8:25 PM
Boat 1	35.0	35.0	8:00 PM	8:10 PM	8:15 PM	8:25 PM	8:35 PM	8:35 PM	8:45 PM	8:55 PM	9:00 PM	9:10 PM
Boat 2	35.0	35.0	8:45 PM	8:55 PM	9:00 PM	9:10 PM	9:20 PM	9:25 PM	9:35 PM	9:45 PM	9:50 PM	10:00 PM





South Brooklyn Route

		Weel	davs	5	S. Brook	lvn to W	all Stree	et/Pier 1	1	Wa	II Street	/Pier 11	to Sout	h Brookl	lvn
		Minutes from S. Brooklyn to WS/P11		Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
		er minu veen st			6.0	7.0	5.0	5.0	10.0	0.0	10.0	5.0	5.0	7.0	6.0
						٧	Vinter (1	Novemb	er - Feb	ruary)					
Off-Peak	Boat 1	33.0	33.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:03 AM	7:13 AM	7:18 AM	7:23 AM	7:30 AM	7:36 AM
Peak	Boat 2	33.0	33.0	7:00 AM	7:06 AM	7:13 AM	7:18 AM	7:23 AM	7:33 AM	7:33 AM	7:43 AM	7:48 AM	7:53 AM	8:00 AM	8:06 AM
Peak	Boat 3	33.0	33.0	7:30 AM	7:36 AM	7:43 AM	7:48 AM	7:53 AM	8:03 AM	8:03 AM	8:13 AM	8:18 AM	8:23 AM	8:30 AM	8:36 AM
Peak	Boat 1	33.0	33.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:33 AM	8:43 AM	8:48 AM	8:53 AM	9:00 AM	9:06 AM
Peak	Boat 2	33.0	33.0	8:30 AM	8:36 AM	8:43 AM	8:48 AM	8:53 AM	9:03 AM	9:03 AM	9:13 AM	9:18 AM	9:23 AM	9:30 AM	9:36 AM
Peak	Boat 3	33.0	33.0	9:00 AM	9:06 AM	9:13 AM	9:18 AM	9:23 AM	9:33 AM	9:33 AM	9:43 AM	9:48 AM	9:53 AM	10:00 AM	10:06 AM
Peak	Boat 1	33.0	33.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:03 AM	10:13 AM	10:18 AM	10:23 AM	10:30 AM	10:36 AM
Off-Peak	Boat 2	33.0	33.0	10:30 AM	10:36 AM	10:43 AM	10:48 AM	10:53 AM	11:03 AM	11:03 AM	11:13 AM	11:18 AM	11:23 AM	11:30 AM	11:36 AM
Off-Peak	Boat 1	33.0	33.0	11:30 AM	11:36 AM	11:43 AM	11:48 AM	11:53 AM	12:03 PM	12:03 PM	12:13 PM	12:18 PM	12:23 PM	12:30 PM	12:36 PM
Off-Peak	Boat 2	33.0	33.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:03 PM	1:13 PM	1:18 PM	1:23 PM	1:30 PM	1:36 PM
Off-Peak	Boat 1	33.0	33.0	1:30 PM	1:36 PM	1:43 PM	1:48 PM	1:53 PM	2:03 PM	2:03 PM	2:13 PM	2:18 PM	2:23 PM	2:30 PM	2:36 PM
Off-Peak	Boat 2	33.0	33.0	2:30 PM	2:36 PM	2:43 PM	2:48 PM	2:53 PM	3:03 PM	3:03 PM	3:13 PM	3:18 PM	3:23 PM	3:30 PM	3:36 PM
Off-Peak	Boat 1	33.0	33.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:03 PM	4:13 PM	4:18 PM	4:23 PM	4:30 PM	4:36 PM
Peak	Boat 2	33.0	33.0	4:00 PM	4:06 PM	4:13 PM	4:18 PM	4:23 PM	4:33 PM	4:33 PM	4:43 PM	4:48 PM	4:53 PM	5:00 PM	5:06 PM
Peak	Boat 1	33.0	33.0	4:30 PM	4:36 PM	4:43 PM	4:48 PM	4:53 PM	5:03 PM	5:03 PM	5:13 PM	5:18 PM	5:23 PM	5:30 PM	5:36 PM
Peak	Boat 2	33.0	33.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:33 PM	5:43 PM	5:48 PM	5:53 PM	6:00 PM	6:06 PM
Peak	Boat 3	33.0	33.0	5:30 PM	5:36 PM	5:43 PM	5:48 PM	5:53 PM	6:03 PM	6:03 PM	6:13 PM	6:18 PM	6:23 PM	6:30 PM	6:36 PM
Peak	Boat 1	33.0	33.0	6:00 PM	6:06 PM	6:13 PM	6:18 PM	6:23 PM	6:33 PM	6:33 PM	6:43 PM	6:48 PM	6:53 PM	7:00 PM	7:06 PM
Peak	Boat 2	33.0	33.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:03 PM	7:13 PM	7:18 PM	7:23 PM	7:30 PM	7:36 PM
Off-Peak	Boat 1	33.0	33.0	7:30 PM	7:36 PM	7:43 PM	7:48 PM	7:53 PM	8:03 PM	8:03 PM	8:13 PM	8:18 PM	8:23 PM	8:30 PM	8:36 PM
Off-Peak	Boat 2	33.0	33.0	8:30 PM	8:36 PM	8:43 PM	8:48 PM	8:53 PM	9:03 PM	9:03 PM	9:13 PM	9:18 PM	9:23 PM	9:30 PM	9:36 PM
Off-Peak	Boat 1	33.0	33.0	9:00 PM	9:06 PM	9:13 PM	9:18 PM	9:23 PM	9:33 PM	9:33 PM	9:43 PM	9:48 PM	9:53 PM	10:00 PM	10:06 PM





	Week	ends	5	6. Brook	lyn to W	all Stree	et/Pier 1	1	Wa	II Street	t/Pier 11	to Sout	h Brook	lyn
	Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
	er minu veen st			6.0	7.0	5.0	5.0	10.0	0.0	10.0	5.0	5.0	7.0	6.0
					١	۷inter (۱	Novemb	er - Feb	ruary)					
Boat 1	33.0	33.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:03 AM	7:13 AM	7:18 AM	7:23 AM	7:30 AM	7:36 AM
Boat 1	33.0	33.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:33 AM	8:43 AM	8:48 AM	8:53 AM	9:00 AM	9:06 AM
Boat 1	33.0	33.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:03 AM	10:13 AM	10:18 AM	10:23 AM	10:30 AM	10:36 AM
Boat 1	33.0	33.0	11:00 AM	11:06 AM	11:13 AM	11:18 AM	11:23 AM	11:33 AM	11:33 AM	11:43 AM	11:48 AM	11:53 AM	12:00 PM	12:06 PM
Boat 1	33.0	33.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:03 PM	1:13 PM	1:18 PM	1:23 PM	1:30 PM	1:36 PM
Boat 1	33.0	33.0	2:00 PM	2:06 PM	2:13 PM	2:18 PM	2:23 PM	2:33 PM	2:33 PM	2:43 PM	2:48 PM	2:53 PM	3:00 PM	3:06 PM
Boat 1	33.0	33.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:03 PM	4:13 PM	4:18 PM	4:23 PM	4:30 PM	4:36 PM
Boat 1	33.0	33.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:33 PM	5:43 PM	5:48 PM	5:53 PM	6:00 PM	6:06 PM
Boat 1	33.0	33.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:03 PM	7:13 PM	7:18 PM	7:23 PM	7:30 PM	7:36 PM
Boat 1	33.0	33.0	8:00 PM	8:06 PM	8:13 PM	8:18 PM	8:23 PM	8:33 PM	8:33 PM	8:43 PM	8:48 PM	8:53 PM	9:00 PM	9:06 PM
Boat 1	33.0	33.0	9:30 PM	9:36 PM	9:43 PM	9:48 PM	9:53 PM	10:03 PM	10:03 PM	10:13 PM	10:18 PM	10:23 PM	10:30 PM	10:36 PM





		Mook	Weekdays S. Brooklyn to Wall Street/Pier 11							Wall Street/Pier 11 to South Brooklyn						
		Weekdays			o. Brook	lyn to vv	n to wall Street/Pier I		ı	VVč	all Street/Pier		i to South Brook		yn	
		Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge	
		er minu veen st			6.0	7.0	5.0	5.0	10.0	0.0	10.0	5.0	5.0	7.0	6.0	
		Shoulders (March, September-October)														
Off-Peak	Boat 1	33.0	33.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:03 AM	7:13 AM	7:18 AM	7:23 AM	7:30 AM	7:36 AM	
Peak	Boat 2	33.0	33.0	7:00 AM	7:06 AM	7:13 AM	7:18 AM	7:23 AM	7:33 AM	7:33 AM	7:43 AM	7:48 AM	7:53 AM	8:00 AM	8:06 AM	
Peak	Boat 3	33.0	33.0	7:30 AM	7:36 AM	7:43 AM	7:48 AM	7:53 AM	8:03 AM	8:03 AM	8:13 AM	8:18 AM	8:23 AM	8:30 AM	8:36 AM	
Peak	Boat 1	33.0	33.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:33 AM	8:43 AM	8:48 AM	8:53 AM	9:00 AM	9:06 AM	
Peak	Boat 2	33.0	33.0	8:30 AM	8:36 AM	8:43 AM	8:48 AM	8:53 AM	9:03 AM	9:03 AM	9:13 AM	9:18 AM	9:23 AM	9:30 AM	9:36 AM	
Peak	Boat 3	33.0	33.0	9:00 AM	9:06 AM	9:13 AM	9:18 AM	9:23 AM	9:33 AM	9:33 AM	9:43 AM	9:48 AM	9:53 AM	10:00 AM	10:06 AM	
Peak	Boat 1	33.0	33.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:03 AM	10:13 AM	10:18 AM	10:23 AM	10:30 AM	10:36 AM	
Off-Peak	Boat 2	33.0	33.0	10:15 AM	10:21 AM	10:28 AM	10:33 AM	10:38 AM	10:48 AM	10:48 AM	10:58 AM	11:03 AM	11:08 AM	11:15 AM	11:21 AM	
Off-Peak	Boat 1	33.0	33.0	11:00 AM	11:06 AM	11:13 AM	11:18 AM	11:23 AM	11:33 AM	11:33 AM	11:43 AM	11:48 AM	11:53 AM	12:00 PM	12:06 PM	
Off-Peak	Boat 2	33.0	33.0	11:45 AM	11:51 AM	11:58 AM	12:03 PM	12:08 PM	12:18 PM	12:18 PM	12:28 PM	12:33 PM	12:38 PM	12:45 PM	12:51 PM	
Off-Peak	Boat 1	33.0	33.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:03 PM	1:13 PM	1:18 PM	1:23 PM	1:30 PM	1:36 PM	
Off-Peak	Boat 2	33.0	33.0	1:15 PM	1:21 PM	1:28 PM	1:33 PM	1:38 PM	1:48 PM	1:48 PM	1:58 PM	2:03 PM	2:08 PM	2:15 PM	2:21 PM	
Off-Peak	Boat 1	33.0	33.0	2:00 PM	2:06 PM	2:13 PM	2:18 PM	2:23 PM	2:33 PM	2:33 PM	2:43 PM	2:48 PM	2:53 PM	3:00 PM	3:06 PM	
Off-Peak	Boat 2	33.0	33.0	2:45 PM	2:51 PM	2:58 PM	3:03 PM	3:08 PM	3:18 PM	3:18 PM	3:28 PM	3:33 PM	3:38 PM	3:45 PM	3:51 PM	
Off-Peak	Boat 1	33.0	33.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:03 PM	4:13 PM	4:18 PM	4:23 PM	4:30 PM	4:36 PM	
Peak	Boat 2	33.0	33.0	4:00 PM	4:06 PM	4:13 PM	4:18 PM	4:23 PM	4:33 PM	4:33 PM	4:43 PM	4:48 PM	4:53 PM	5:00 PM	5:06 PM	
Peak	Boat 3	33.0	33.0	4:30 PM	4:36 PM	4:43 PM	4:48 PM	4:53 PM	5:03 PM	5:03 PM	5:13 PM	5:18 PM	5:23 PM	5:30 PM	5:36 PM	
Peak	Boat 1	33.0	33.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:33 PM	5:43 PM	5:48 PM	5:53 PM	6:00 PM	6:06 PM	
Peak	Boat 2	33.0	33.0	5:30 PM	5:36 PM	5:43 PM	5:48 PM	5:53 PM	6:03 PM	6:03 PM	6:13 PM	6:18 PM	6:23 PM	6:30 PM	6:36 PM	
Peak	Boat 3	33.0	33.0	6:00 PM	6:06 PM	6:13 PM	6:18 PM	6:23 PM	6:33 PM	6:33 PM	6:43 PM	6:48 PM	6:53 PM	7:00 PM	7:06 PM	
Peak	Boat 1	33.0	33.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:03 PM	7:13 PM	7:18 PM	7:23 PM	7:30 PM	7:36 PM	
Off-Peak	Boat 2	33.0	33.0	7:15 PM	7:21 PM	7:28 PM	7:33 PM	7:38 PM	7:48 PM	7:48 PM	7:58 PM	8:03 PM	8:08 PM	8:15 PM	8:21 PM	
Off-Peak	Boat 1	33.0	33.0	8:00 PM	8:06 PM	8:13 PM	8:18 PM	8:23 PM	8:33 PM	8:33 PM	8:43 PM	8:48 PM	8:53 PM	9:00 PM	9:06 PM	
Off-Peak	Boat 2	33.0	33.0	8:45 PM	8:51 PM	8:58 PM	9:03 PM	9:08 PM	9:18 PM	9:30 PM	9:40 PM	9:45 PM	9:50 PM	9:57 PM	10:03 PM	





	Week	ends	9	S Brook	lyn to W	all Stree	et/Pier 1	1	Wa	II Street	Pier 11	to Sout	h Brookl	vn
	VVCCK	CHUS		J. BIOOK	iyii to vv	an once) t/1 101 1		***	iii Oti CC	./1101 11	loodit	II BIOOKI	уп
	Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
	er minu veen st			6.0	7.0	5.0	5.0	10.0	0.0	10.0	5.0	5.0	7.0	6.0
					Shou	lders (M	arch, Se	eptembe	r-Octob	er)				
Boat 1	33.0	33.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:03 AM	7:13 AM	7:18 AM	7:23 AM	7:30 AM	7:36 AM
Boat 2	33.0	33.0	7:30 AM	7:36 AM	7:43 AM	7:48 AM	7:53 AM	8:03 AM	8:03 AM	8:13 AM	8:18 AM	8:23 AM	8:30 AM	8:36 AM
Boat 1	33.0	33.0	8:30 AM	8:36 AM	8:43 AM	8:48 AM	8:53 AM	9:03 AM	9:03 AM	9:13 AM	9:18 AM	9:23 AM	9:30 AM	9:36 AM
Boat 2	33.0	33.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:03 AM	10:13 AM	10:18 AM	10:23 AM	10:30 AM	10:36 AM
Boat 1	33.0	33.0	10:30 AM	10:36 AM	10:43 AM	10:48 AM	10:53 AM	11:03 AM	11:03 AM	11:13 AM	11:18 AM	11:23 AM	11:30 AM	11:36 AM
Boat 2	33.0	33.0	11:30 AM	11:36 AM	11:43 AM	11:48 AM	11:53 AM	12:03 PM	12:03 PM	12:13 PM	12:18 PM	12:23 PM	12:30 PM	12:36 PM
Boat 1	33.0	33.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:03 PM	1:13 PM	1:18 PM	1:23 PM	1:30 PM	1:36 PM
Boat 2	33.0	33.0	1:30 PM	1:36 PM	1:43 PM	1:48 PM	1:53 PM	2:03 PM	2:03 PM	2:13 PM	2:18 PM	2:23 PM	2:30 PM	2:36 PM
Boat 1	33.0	33.0	2:30 PM	2:36 PM	2:43 PM	2:48 PM	2:53 PM	3:03 PM	3:03 PM	3:13 PM	3:18 PM	3:23 PM	3:30 PM	3:36 PM
Boat 2	33.0	33.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:03 PM	4:13 PM	4:18 PM	4:23 PM	4:30 PM	4:36 PM
Boat 1	33.0	33.0	4:30 PM	4:36 PM	4:43 PM	4:48 PM	4:53 PM	5:03 PM	5:03 PM	5:13 PM	5:18 PM	5:23 PM	5:30 PM	5:36 PM
Boat 2	33.0	33.0	5:30 PM	5:36 PM	5:43 PM	5:48 PM	5:53 PM	6:03 PM	6:03 PM	6:13 PM	6:18 PM	6:23 PM	6:30 PM	6:36 PM
Boat 1	33.0	33.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:03 PM	7:13 PM	7:18 PM	7:23 PM	7:30 PM	7:36 PM
Boat 2	33.0	33.0	7:30 PM	7:36 PM	7:43 PM	7:48 PM	7:53 PM	8:03 PM	8:03 PM	8:13 PM	8:18 PM	8:23 PM	8:30 PM	8:36 PM
Boat 1	33.0	33.0	8:30 PM	8:36 PM	8:43 PM	8:48 PM	8:53 PM	9:03 PM	9:30 PM	9:40 PM	9:45 PM	9:50 PM	9:57 PM	10:03 PM





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		Week	aays		S. Brook	lyn to vv	all Stree	et/Pier i	ı	VVa	III Street	Pier II	to Sout	h Brookl	yn
		Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
		er minu veen st			6.0	7.0	5.0	5.0	10.0	0.0	10.0	5.0	5.0	7.0	6.0
							Sumr	ner (Apı	ril-Augu	st)					
Off-Peak	Boat 1	33.0	33.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:03 AM	7:13 AM	7:18 AM	7:23 AM	7:30 AM	7:36 AM
Peak	Boat 2	33.0	33.0	7:00 AM	7:06 AM	7:13 AM	7:18 AM	7:23 AM	7:33 AM	7:33 AM	7:43 AM	7:48 AM	7:53 AM	8:00 AM	8:06 AM
Peak	Boat 3	33.0	33.0	7:30 AM	7:36 AM	7:43 AM	7:48 AM	7:53 AM	8:03 AM	8:03 AM	8:13 AM	8:18 AM	8:23 AM	8:30 AM	8:36 AM
Peak	Boat 1	33.0	33.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:33 AM	8:43 AM	8:48 AM	8:53 AM	9:00 AM	9:06 AM
Peak	Boat 2	33.0	33.0	8:30 AM	8:36 AM	8:43 AM	8:48 AM	8:53 AM	9:03 AM	9:03 AM	9:13 AM	9:18 AM	9:23 AM	9:30 AM	9:36 AM
Peak	Boat 3	33.0	33.0	9:00 AM	9:06 AM	9:13 AM	9:18 AM	9:23 AM	9:33 AM	9:33 AM	9:43 AM	9:48 AM	9:53 AM	10:00 AM	10:06 AM
Peak	Boat 1	33.0	33.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:03 AM	10:13 AM	10:18 AM	10:23 AM	10:30 AM	10:36 AM
Off-Peak	Boat 2	33.0	33.0	10:15 AM	10:21 AM	10:28 AM	10:33 AM	10:38 AM	10:48 AM	10:48 AM	10:58 AM	11:03 AM	11:08 AM	11:15 AM	11:21 AM
Off-Peak	Boat 1	33.0	33.0	11:00 AM	11:06 AM	11:13 AM	11:18 AM	11:23 AM	11:33 AM	11:33 AM	11:43 AM	11:48 AM	11:53 AM	12:00 PM	12:06 PM
Off-Peak	Boat 2	33.0	33.0	11:45 AM	11:51 AM	11:58 AM	12:03 PM	12:08 PM	12:18 PM	12:18 PM	12:28 PM	12:33 PM	12:38 PM	12:45 PM	12:51 PM
Off-Peak	Boat 1	33.0	33.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:03 PM	1:13 PM	1:18 PM	1:23 PM	1:30 PM	1:36 PM
Off-Peak	Boat 2	33.0	33.0	1:15 PM	1:21 PM	1:28 PM	1:33 PM	1:38 PM	1:48 PM	1:48 PM	1:58 PM	2:03 PM	2:08 PM	2:15 PM	2:21 PM
Off-Peak	Boat 1	33.0	33.0	2:00 PM	2:06 PM	2:13 PM	2:18 PM	2:23 PM	2:33 PM	2:33 PM	2:43 PM	2:48 PM	2:53 PM	3:00 PM	3:06 PM
Off-Peak	Boat 2	33.0	33.0	2:45 PM	2:51 PM	2:58 PM	3:03 PM	3:08 PM	3:18 PM	3:18 PM	3:28 PM	3:33 PM	3:38 PM	3:45 PM	3:51 PM
Off-Peak	Boat 1	33.0	33.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:03 PM	4:13 PM	4:18 PM	4:23 PM	4:30 PM	4:36 PM
Peak	Boat 2	33.0	33.0	4:00 PM	4:06 PM	4:13 PM	4:18 PM	4:23 PM	4:33 PM	4:33 PM	4:43 PM	4:48 PM	4:53 PM	5:00 PM	5:06 PM
Peak	Boat 3	33.0	33.0	4:30 PM	4:36 PM	4:43 PM	4:48 PM	4:53 PM	5:03 PM	5:03 PM	5:13 PM	5:18 PM	5:23 PM	5:30 PM	5:36 PM
Peak	Boat 1	33.0	33.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:33 PM	5:43 PM	5:48 PM	5:53 PM	6:00 PM	6:06 PM
Peak	Boat 2	33.0	33.0	5:30 PM	5:36 PM	5:43 PM	5:48 PM	5:53 PM	6:03 PM	6:03 PM	6:13 PM	6:18 PM	6:23 PM	6:30 PM	6:36 PM
Peak	Boat 3	33.0	33.0	6:00 PM	6:06 PM	6:13 PM	6:18 PM	6:23 PM	6:33 PM	6:33 PM	6:43 PM	6:48 PM	6:53 PM	7:00 PM	7:06 PM
Peak	Boat 1	33.0	33.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:03 PM	7:13 PM	7:18 PM	7:23 PM	7:30 PM	7:36 PM
Off-Peak	Boat 2	33.0	33.0	7:15 PM	7:21 PM	7:28 PM	7:33 PM	7:38 PM	7:48 PM	7:48 PM	7:58 PM	8:03 PM	8:08 PM	8:15 PM	8:21 PM
Off-Peak	Boat 1	33.0	33.0	8:00 PM	8:06 PM	8:13 PM	8:18 PM	8:23 PM	8:33 PM	8:33 PM	8:43 PM	8:48 PM	8:53 PM	9:00 PM	9:06 PM
Off-Peak	Boat 2	33.0	33.0	8:45 PM	8:51 PM	8:58 PM	9:03 PM	9:08 PM	9:18 PM	9:30 PM	9:40 PM	9:45 PM	9:50 PM	9:57 PM	10:03 PM





	Week	ends	5	S. Brook	lyn to W	all Stree	et/Pier 1	1	Wa	all Street	t/Pier 11	to Sout	h Brook	lyn
	Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
	er minu veen st			6.0	7.0	5.0	5.0	10.0	0.0	10.0	5.0	5.0	7.0	6.0
						Sumr	ner (Ap	ril-Augu	st)					
Boat 1	33.0	33.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:03 AM	7:13 AM	7:18 AM	7:23 AM	7:30 AM	7:36 AM
Boat 2	33.0	33.0	7:15 AM	7:21 AM	7:28 AM	7:33 AM	7:38 AM	7:48 AM	7:48 AM	7:58 AM	8:03 AM	8:08 AM	8:15 AM	8:21 AM
Boat 1	33.0	33.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:33 AM	8:43 AM	8:48 AM	8:53 AM	9:00 AM	9:06 AM
Boat 2	33.0	33.0	8:45 AM	8:51 AM	8:58 AM	9:03 AM	9:08 AM	9:18 AM	9:18 AM	9:28 AM	9:33 AM	9:38 AM	9:45 AM	9:51 AM
Boat 1	33.0	33.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:03 AM	10:13 AM	10:18 AM	10:23 AM	10:30 AM	10:36 AM
Boat 2	33.0	33.0	10:15 AM	10:21 AM	10:28 AM	10:33 AM	10:38 AM	10:48 AM	10:48 AM	10:58 AM	11:03 AM	11:08 AM	11:15 AM	11:21 AM
Boat 1	33.0	33.0	11:00 AM	11:06 AM	11:13 AM	11:18 AM	11:23 AM	11:33 AM	11:33 AM	11:43 AM	11:48 AM	11:53 AM	12:00 PM	12:06 PM
Boat 2	33.0	33.0	11:45 AM	11:51 AM	11:58 AM	12:03 PM	12:08 PM	12:18 PM	12:18 PM	12:28 PM	12:33 PM	12:38 PM	12:45 PM	12:51 PM
Boat 1	33.0	33.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:03 PM	1:13 PM	1:18 PM	1:23 PM	1:30 PM	1:36 PM
Boat 2	33.0	33.0	1:15 PM	1:21 PM	1:28 PM	1:33 PM	1:38 PM	1:48 PM	1:48 PM	1:58 PM	2:03 PM	2:08 PM	2:15 PM	2:21 PM
Boat 1	33.0	33.0	2:00 PM	2:06 PM	2:13 PM	2:18 PM	2:23 PM	2:33 PM	2:33 PM	2:43 PM	2:48 PM	2:53 PM	3:00 PM	3:06 PM
Boat 2	33.0	33.0	2:45 PM	2:51 PM	2:58 PM	3:03 PM	3:08 PM	3:18 PM	3:18 PM	3:28 PM	3:33 PM	3:38 PM	3:45 PM	3:51 PM
Boat 1	33.0	33.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:03 PM	4:13 PM	4:18 PM	4:23 PM	4:30 PM	4:36 PM
Boat 2	33.0	33.0	4:15 PM	4:21 PM	4:28 PM	4:33 PM	4:38 PM	4:48 PM	4:48 PM	4:58 PM	5:03 PM	5:08 PM	5:15 PM	5:21 PM
Boat 1	33.0	33.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:33 PM	5:43 PM	5:48 PM	5:53 PM	6:00 PM	6:06 PM
Boat 2	33.0	33.0	5:45 PM	5:51 PM	5:58 PM	6:03 PM	6:08 PM	6:18 PM	6:18 PM	6:28 PM	6:33 PM	6:38 PM	6:45 PM	6:51 PM
Boat 1	33.0	33.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:03 PM	7:13 PM	7:18 PM	7:23 PM	7:30 PM	7:36 PM
Boat 2	33.0	33.0	7:15 PM	7:21 PM	7:28 PM	7:33 PM	7:38 PM	7:48 PM	7:48 PM	7:58 PM	8:03 PM	8:08 PM	8:15 PM	8:21 PM
Boat 1	33.0	33.0	8:00 PM	8:06 PM	8:13 PM	8:18 PM	8:23 PM	8:33 PM	8:33 PM	8:43 PM	8:48 PM	8:53 PM	9:00 PM	9:06 PM
Boat 2	33.0	33.0	8:45 PM	8:51 PM	8:58 PM	9:03 PM	9:08 PM	9:18 PM	9:30 AM	9:40 AM	9:45 AM	9:50 AM	9:57 AM	10:03 AM





South Brooklyn/Govenor's Island Route

		Week	davs		S Bro	ooklyn 1	to Gove	rnor's l	sland			Govern	or's Isla	and to S	outh B	rooklyn	
		*****	lauyo		O. BI	JORIYII		11101 3 1	Jiana			dovern	01 0 1010		outil Di	OOKIYII	
		Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Governor's Island	Governor's Island	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
		er min veen s			6.0	7.0	5.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	5.0	7.0	6.0
							W	inter (N	lovemb	er - Feb	ruary)						
Off-Peak	Boat 1	43.0	43.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:13 AM	7:13 AM	7:23 AM	7:33 AM	7:38 AM	7:43 AM	7:50 AM	7:56 AM
Peak	Boat 2	43.0	43.0	7:00 AM	7:06 AM	7:13 AM	7:18 AM	7:23 AM	7:33 AM	7:43 AM	7:43 AM	7:53 AM	8:03 AM	8:08 AM	8:13 AM	8:20 AM	8:26 AM
Peak	Boat 3	43.0	43.0	7:30 AM	7:36 AM	7:43 AM	7:48 AM	7:53 AM	8:03 AM	8:13 AM	8:13 AM	8:23 AM	8:33 AM	8:38 AM	8:43 AM	8:50 AM	8:56 AM
Peak	Boat 1	43.0	43.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:43 AM	8:43 AM	8:53 AM	9:03 AM	9:08 AM	9:13 AM	9:20 AM	9:26 AM
Peak	Boat 2	43.0	43.0	8:30 AM	8:36 AM	8:43 AM	8:48 AM	8:53 AM	9:03 AM	9:13 AM	9:13 AM	9:23 AM	9:33 AM	9:38 AM	9:43 AM	9:50 AM	9:56 AM
Peak	Boat 3	43.0	43.0	9:00 AM	9:06 AM	9:13 AM	9:18 AM	9:23 AM	9:33 AM	9:43 AM	9:43 AM	9:53 AM	10:03 AM	10:08 AM	10:13 AM	10:20 AM	10:26 AM
Peak	Boat 1	43.0	43.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:13 AM	10:13 AM	10:23 AM	10:33 AM	10:38 AM	10:43 AM	10:50 AM	10:56 AM
Off-Peak	Boat 2	43.0	43.0	10:30 AM	10:36 AM	10:43 AM	10:48 AM	10:53 AM	11:03 AM	11:13 AM	11:13 AM	11:23 AM	11:33 AM	11:38 AM	11:43 AM	11:50 AM	11:56 AM
Off-Peak	Boat 1	43.0	43.0	11:30 AM	11:36 AM	11:43 AM	11:48 AM	11:53 AM	12:03 PM	12:13 PM	12:13 PM	12:23 PM	12:33 PM	12:38 PM	12:43 PM	12:50 PM	12:56 PM
Off-Peak	Boat 2	43.0	43.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:13 PM	1:13 PM	1:23 PM	1:33 PM	1:38 PM	1:43 PM	1:50 PM	1:56 PM
Off-Peak	Boat 1	43.0	43.0	1:30 PM	1:36 PM	1:43 PM	1:48 PM	1:53 PM	2:03 PM	2:13 PM	2:13 PM	2:23 PM	2:33 PM	2:38 PM	2:43 PM	2:50 PM	2:56 PM
Off-Peak	Boat 2	43.0	43.0	2:30 PM	2:36 PM	2:43 PM	2:48 PM	2:53 PM	3:03 PM	3:13 PM	3:13 PM	3:23 PM	3:33 PM	3:38 PM	3:43 PM	3:50 PM	3:56 PM
Off-Peak	Boat 1	43.0	43.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:13 PM	4:13 PM	4:23 PM	4:33 PM	4:38 PM	4:43 PM	4:50 PM	4:56 PM
Peak	Boat 2	43.0	43.0	4:00 PM	4:06 PM	4:13 PM	4:18 PM	4:23 PM	4:33 PM	4:43 PM	4:43 PM	4:53 PM	5:03 PM	5:08 PM	5:13 PM	5:20 PM	5:26 PM
Peak	Boat 1	43.0	43.0	4:30 PM	4:36 PM	4:43 PM	4:48 PM	4:53 PM	5:03 PM	5:13 PM	5:13 PM	5:23 PM	5:33 PM	5:38 PM	5:43 PM	5:50 PM	5:56 PM
Peak	Boat 2	43.0	43.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:43 PM	5:43 PM	5:53 PM	6:03 PM	6:08 PM	6:13 PM	6:20 PM	6:26 PM
Peak	Boat 3	43.0	43.0	5:30 PM	5:36 PM	5:43 PM	5:48 PM	5:53 PM	6:03 PM	6:13 PM	6:13 PM	6:23 PM	6:33 PM	6:38 PM	6:43 PM	6:50 PM	6:56 PM
Peak	Boat 1	43.0	43.0	6:00 PM	6:06 PM	6:13 PM	6:18 PM	6:23 PM	6:33 PM	6:43 PM	6:43 PM	6:53 PM	7:03 PM	7:08 PM	7:13 PM	7:20 PM	7:26 PM
Peak	Boat 2	43.0	43.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:13 PM	7:13 PM	7:23 PM	7:33 PM	7:38 PM	7:43 PM	7:50 PM	7:56 PM
Off-Peak	Boat 1	43.0	43.0	7:30 PM	7:36 PM	7:43 PM	7:48 PM	7:53 PM	8:03 PM	8:13 PM	8:13 PM	8:23 PM	8:33 PM	8:38 PM	8:43 PM	8:50 PM	8:56 PM
Off-Peak	Boat 2	43.0	43.0	8:30 PM	8:36 PM	8:43 PM	8:48 PM	8:53 PM	9:03 PM	9:13 PM	9:17 PM	9:27 PM	9:37 PM	9:42 PM	9:47 PM	9:54 PM	10:00 PM





	Week	days		S. Bro	ooklyn t	o Gove	rnor's l	sland			Govern	or's Isla	and to S	outh B	rooklyn	
	Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Governor's Island	Governor's Island	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
	er mini veen s			6.0	7.0	5.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	5.0	7.0	6.0
						W	inter (N	lovemb	er - Feb	ruary)						
Boat 1	43.0	43.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:13 AM	7:13 AM	7:23 AM	7:33 AM	7:38 AM	7:43 AM	7:50 AM	7:56 AM
Boat 2	43.0	43.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:43 AM	8:43 AM	8:53 AM	9:03 AM	9:08 AM	9:13 AM	9:20 AM	9:26 AM
Boat 1	43.0	43.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:13 AM	10:13 AM	10:23 AM	10:33 AM	10:38 AM	10:43 AM	10:50 AM	10:56 AM
Boat 2	43.0	43.0	11:00 AM	11:06 AM	11:13 AM	11:18 AM	11:23 AM	11:33 AM	11:43 AM	11:43 AM	11:53 AM	12:03 PM	12:08 PM	12:13 PM	12:20 PM	12:26 PM
Boat 1	43.0	43.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:13 PM	1:13 PM	1:23 PM	1:33 PM	1:38 PM	1:43 PM	1:50 PM	1:56 PM
Boat 2	43.0	43.0	2:00 PM	2:06 PM	2:13 PM	2:18 PM	2:23 PM	2:33 PM	2:43 PM	2:43 PM	2:53 PM	3:03 PM	3:08 PM	3:13 PM	3:20 PM	3:26 PM
Boat 1	43.0	43.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:13 PM	4:13 PM	4:23 PM	4:33 PM	4:38 PM	4:43 PM	4:50 PM	4:56 PM
Boat 2	43.0	43.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:43 PM	5:43 PM	5:53 PM	6:03 PM	6:08 PM	6:13 PM	6:20 PM	6:26 PM
Boat 1	43.0	43.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:13 PM	7:13 PM	7:23 PM	7:33 PM	7:38 PM	7:43 PM	7:50 PM	7:56 PM
Boat 2	43.0	43.0	8:00 PM	8:06 PM	8:13 PM	8:18 PM	8:23 PM	8:33 PM	8:43 PM	8:43 PM	8:53 PM	9:03 PM	9:08 PM	9:13 PM	9:20 PM	9:26 PM
Boat 1	43.0	43.0	8:35 PM	8:41 PM	8:48 PM	8:53 PM	8:58 PM	9:08 PM	9:18 PM	9:18 PM	9:28 PM	9:38 PM	9:43 PM	9:48 PM	9:55 PM	10:01 PM





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		Week	aays		S. Bro	окіуп і	o Gove	rnor's l	siand			Govern	or s isia	ina to S	outn Bi	rooklyn	
		Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Governor's Island	Governor's Island	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
		er mini ween s			6.0	7.0	5.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	5.0	7.0	6.0
						Should	der (Ma	rch, Se	otembe	r-Octob	er)						
Off-Peak	Boat 1	43.0	43.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:13 AM	7:13 AM	7:23 AM	7:33 AM	7:38 AM	7:43 AM	7:50 AM	7:56 AM
Peak	Boat 2	43.0	43.0	7:00 AM	7:06 AM	7:13 AM	7:18 AM	7:23 AM	7:33 AM	7:43 AM	7:43 AM	7:53 AM	8:03 AM	8:08 AM	8:13 AM	8:20 AM	8:26 AM
Peak	Boat 3	43.0	43.0	7:30 AM	7:36 AM	7:43 AM	7:48 AM	7:53 AM	8:03 AM	8:13 AM	8:13 AM	8:23 AM	8:33 AM	8:38 AM	8:43 AM	8:50 AM	8:56 AM
Peak	Boat 1	43.0	43.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:43 AM	8:43 AM	8:53 AM	9:03 AM	9:08 AM	9:13 AM	9:20 AM	9:26 AM
Peak	Boat 2	43.0	43.0	8:30 AM	8:36 AM	8:43 AM	8:48 AM	8:53 AM	9:03 AM	9:13 AM	9:13 AM	9:23 AM	9:33 AM	9:38 AM	9:43 AM	9:50 AM	9:56 AM
Peak	Boat 3	43.0	43.0	9:00 AM	9:06 AM	9:13 AM	9:18 AM	9:23 AM	9:33 AM	9:43 AM	9:43 AM	9:53 AM	10:03 AM	10:08 AM	10:13 AM	10:20 AM	10:26 AM
Peak	Boat 1	43.0	43.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:13 AM	10:13 AM	10:23 AM	10:33 AM	10:38 AM	10:43 AM	10:50 AM	10:56 AM
Off-Peak	Boat 2	43.0	43.0	10:15 AM	10:21 AM	10:28 AM	10:33 AM	10:38 AM	10:48 AM	10:58 AM	10:58 AM	11:08 AM	11:18 AM	11:23 AM	11:28 AM	11:35 AM	11:41 AM
Off-Peak	Boat 1	43.0	43.0	11:00 AM	11:06 AM	11:13 AM	11:18 AM	11:23 AM	11:33 AM	11:43 AM	11:43 AM	11:53 AM	12:03 PM	12:08 PM	12:13 PM	12:20 PM	12:26 PM
Off-Peak	Boat 2	43.0	43.0	11:45 AM	11:51 AM	11:58 AM	12:03 PM	12:08 PM	12:18 PM	12:28 PM	12:28 PM	12:38 PM	12:48 PM	12:53 PM	12:58 PM	1:05 PM	1:11 PM
Off-Peak	Boat 1	43.0	43.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:13 PM	1:13 PM	1:23 PM	1:33 PM	1:38 PM	1:43 PM	1:50 PM	1:56 PM
Off-Peak	Boat 2	43.0	43.0	1:15 PM	1:21 PM	1:28 PM	1:33 PM	1:38 PM	1:48 PM	1:58 PM	1:58 PM	2:08 PM	2:18 PM	2:23 PM	2:28 PM	2:35 PM	2:41 PM
Off-Peak	Boat 1	43.0	43.0	2:00 PM	2:06 PM	2:13 PM	2:18 PM	2:23 PM	2:33 PM	2:43 PM	2:43 PM	2:53 PM	3:03 PM	3:08 PM	3:13 PM	3:20 PM	3:26 PM
Off-Peak	Boat 2	43.0	43.0	2:45 PM	2:51 PM	2:58 PM	3:03 PM	3:08 PM	3:18 PM	3:28 PM	3:28 PM	3:38 PM	3:48 PM	3:53 PM	3:58 PM	4:05 PM	4:11 PM
Off-Peak	Boat 1	43.0	43.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:13 PM	4:13 PM	4:23 PM	4:33 PM	4:38 PM	4:43 PM	4:50 PM	4:56 PM
Peak	Boat 2	43.0	43.0	4:00 PM	4:06 PM	4:13 PM	4:18 PM	4:23 PM	4:33 PM	4:43 PM	4:43 PM	4:53 PM	5:03 PM	5:08 PM	5:13 PM	5:20 PM	5:26 PM
Peak	Boat 3	43.0	43.0	4:30 PM	4:36 PM	4:43 PM	4:48 PM	4:53 PM	5:03 PM	5:13 PM	5:13 PM	5:23 PM	5:33 PM	5:38 PM	5:43 PM	5:50 PM	5:56 PM
Peak	Boat 1	43.0	43.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:43 PM	5:43 PM	5:53 PM	6:03 PM	6:08 PM	6:13 PM	6:20 PM	6:26 PM
Peak	Boat 2	43.0	43.0	5:30 PM	5:36 PM	5:43 PM	5:48 PM	5:53 PM	6:03 PM	6:13 PM	6:13 PM	6:23 PM	6:33 PM	6:38 PM	6:43 PM	6:50 PM	6:56 PM
Peak	Boat 3	43.0	43.0	6:00 PM	6:06 PM	6:13 PM	6:18 PM	6:23 PM	6:33 PM	6:43 PM	6:43 PM	6:53 PM	7:03 PM	7:08 PM	7:13 PM	7:20 PM	7:26 PM
Peak	Boat 1	43.0	43.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:13 PM	7:13 PM	7:23 PM	7:33 PM	7:38 PM	7:43 PM	7:50 PM	7:56 PM
Off-Peak	Boat 2	43.0	43.0	7:15 PM	7:21 PM	7:28 PM	7:33 PM	7:38 PM	7:48 PM	7:58 PM	7:58 PM	8:08 PM	8:18 PM	8:23 PM	8:28 PM	8:35 PM	8:41 PM
Off-Peak	Boat 1	43.0	43.0	8:00 PM	8:06 PM	8:13 PM	8:18 PM	8:23 PM	8:33 PM	8:43 PM	8:43 PM	8:53 PM	9:03 PM	9:08 PM	9:13 PM	9:20 PM	9:26 PM
Off-Peak	Boat 2	43.0	43.0	8:45 PM	8:51 PM	8:58 PM	9:03 PM	9:08 PM	9:18 PM	9:28 PM	9:28 PM	9:38 PM	9:48 PM	9:53 PM	9:58 PM	10:05 PM	10:11 PM





	Week	d .		C D _{**}	و جار دادا د	to Cove	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	ala mad			Carrania	باما ماسم	and to C	auth Di	مريايا ۾ م	
	vveek	enas		5. Br	ookiyn	to Gove	rnor s is	siana			Govern	or's Isla	ana to S	outn Br	ookiyn	
	Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Governor's Island	Governor's Island	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
	er min veen s			6.0	7.0	5.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	5.0	7.0	6.0
						Should	ders (M	arch, Se	ptembe	er-Octol	ber)					
Boat 1	43.0	43.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:13 AM	7:13 AM	7:23 AM	7:33 AM	7:38 AM	7:43 AM	7:50 AM	7:56 AM
Boat 2	43.0	43.0	7:30 AM	7:36 AM	7:43 AM	7:48 AM	7:53 AM	8:03 AM	8:13 AM	8:13 AM	8:23 AM	8:33 AM	8:38 AM	8:43 AM	8:50 AM	8:56 AM
Boat 1	43.0	43.0	8:30 AM	8:36 AM	8:43 AM	8:48 AM	8:53 AM	9:03 AM	9:13 AM	9:13 AM	9:23 AM	9:33 AM	9:38 AM	9:43 AM	9:50 AM	9:56 AM
Boat 2	43.0	43.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:13 AM	10:13 AM	10:23 AM	10:33 AM	10:38 AM	10:43 AM	10:50 AM	10:56 AM
Boat 1	43.0	43.0	10:30 AM	10:36 AM	10:43 AM	10:48 AM	10:53 AM	11:03 AM	11:13 AM	11:13 AM	11:23 AM	11:33 AM	11:38 AM	11:43 AM	11:50 AM	11:56 AM
Boat 2	43.0	43.0	11:30 AM	11:36 AM	11:43 AM	11:48 AM	11:53 AM	12:03 PM	12:13 PM	12:13 PM	12:23 PM	12:33 PM	12:38 PM	12:43 PM	12:50 PM	12:56 PM
Boat 1	43.0	43.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:13 PM	1:13 PM	1:23 PM	1:33 PM	1:38 PM	1:43 PM	1:50 PM	1:56 PM
Boat 2	43.0	43.0	1:30 PM	1:36 PM	1:43 PM	1:48 PM	1:53 PM	2:03 PM	2:13 PM	2:13 PM	2:23 PM	2:33 PM	2:38 PM	2:43 PM	2:50 PM	2:56 PM
Boat 1	43.0	43.0	2:30 PM	2:36 PM	2:43 PM	2:48 PM	2:53 PM	3:03 PM	3:13 PM	3:13 PM	3:23 PM	3:33 PM	3:38 PM	3:43 PM	3:50 PM	3:56 PM
Boat 2	43.0	43.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:13 PM	4:13 PM	4:23 PM	4:33 PM	4:38 PM	4:43 PM	4:50 PM	4:56 PM
Boat 1	43.0	43.0	4:30 PM	4:36 PM	4:43 PM	4:48 PM	4:53 PM	5:03 PM	5:13 PM	5:13 PM	5:23 PM	5:33 PM	5:38 PM	5:43 PM	5:50 PM	5:56 PM
Boat 2	43.0	43.0	5:30 PM	5:36 PM	5:43 PM	5:48 PM	5:53 PM	6:03 PM	6:13 PM	6:13 PM	6:23 PM	6:33 PM	6:38 PM	6:43 PM	6:50 PM	6:56 PM
Boat 1	43.0	43.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:13 PM	7:13 PM	7:23 PM	7:33 PM	7:38 PM	7:43 PM	7:50 PM	7:56 PM
Boat 2	43.0	43.0	7:30 PM	7:36 PM	7:43 PM	7:48 PM	7:53 PM	8:03 PM	8:13 PM	8:13 PM	8:23 PM	8:33 PM	8:38 PM	8:43 PM	8:50 PM	8:56 PM
Boat 1	43.0	43.0	8:30 PM	8:36 PM	8:43 PM	8:48 PM	8:53 PM	9:03 PM	9:13 PM	9:17 PM	9:27 PM	9:37 PM	9:42 PM	9:47 PM	9:54 PM	10:00 PM





	ı	Week	daye		S Br	oklyn 1	to Gove	rnor'e l	cland			Govern	or'e lela	and to S	South B	rooklyn	
		VVCCN	uays		3. DI	JORIYII I	lo dove	11101 5 1	Siariu			dovern	01 5 1516	and to S	outii bi	OUKIYII	
		Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Governor's Island	Governor's Island	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
		er min veen s			6.0	7.0	5.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	5.0	7.0	6.0
								Sumn	ner (Apı	il-Augu	ıst)						
Off-Peak	Boat 1	43.0	43.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:13 AM	7:13 AM	7:23 AM	7:33 AM	7:38 AM	7:43 AM	7:50 AM	7:56 AM
Peak	Boat 2	43.0	43.0	7:00 AM	7:06 AM	7:13 AM	7:18 AM	7:23 AM	7:33 AM	7:43 AM	7:43 AM	7:53 AM	8:03 AM	8:08 AM	8:13 AM	8:20 AM	8:26 AM
Peak	Boat 3	43.0	43.0	7:30 AM	7:36 AM	7:43 AM	7:48 AM	7:53 AM	8:03 AM	8:13 AM	8:13 AM	8:23 AM	8:33 AM	8:38 AM	8:43 AM	8:50 AM	8:56 AM
Peak	Boat 1	43.0	43.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:43 AM	8:43 AM	8:53 AM	9:03 AM	9:08 AM	9:13 AM	9:20 AM	9:26 AM
Peak	Boat 2	43.0	43.0	8:30 AM	8:36 AM	8:43 AM	8:48 AM	8:53 AM	9:03 AM	9:13 AM	9:13 AM	9:23 AM	9:33 AM	9:38 AM	9:43 AM	9:50 AM	9:56 AM
Peak	Boat 3	43.0	43.0	9:00 AM	9:06 AM	9:13 AM	9:18 AM	9:23 AM	9:33 AM	9:43 AM	9:43 AM	9:53 AM	10:03 AM	10:08 AM	10:13 AM	10:20 AM	10:26 AM
Peak	Boat 1	43.0	43.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:13 AM	10:13 AM	10:23 AM	10:33 AM	10:38 AM	10:43 AM	10:50 AM	10:56 AM
Off-Peak	Boat 2	43.0	43.0	10:15 AM	10:21 AM	10:28 AM	10:33 AM	10:38 AM	10:48 AM	10:58 AM	10:58 AM	11:08 AM	11:18 AM	11:23 AM	11:28 AM	11:35 AM	11:41 AM
Off-Peak	Boat 1	43.0	43.0	11:00 AM	11:06 AM	11:13 AM	11:18 AM	11:23 AM	11:33 AM	11:43 AM	11:43 AM	11:53 AM	12:03 PM	12:08 PM	12:13 PM	12:20 PM	12:26 PM
Off-Peak	Boat 2	43.0	43.0	11:45 AM	11:51 AM	11:58 AM	12:03 PM	12:08 PM	12:18 PM	12:28 PM	12:28 PM	12:38 PM	12:48 PM	12:53 PM	12:58 PM	1:05 PM	1:11 PM
Off-Peak	Boat 1	43.0	43.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:13 PM	1:13 PM	1:23 PM	1:33 PM	1:38 PM	1:43 PM	1:50 PM	1:56 PM
Off-Peak	Boat 2	43.0	43.0	1:15 PM	1:21 PM	1:28 PM	1:33 PM	1:38 PM	1:48 PM	1:58 PM	1:58 PM	2:08 PM	2:18 PM	2:23 PM	2:28 PM	2:35 PM	2:41 PM
Off-Peak	Boat 1	43.0	43.0	2:00 PM	2:06 PM	2:13 PM	2:18 PM	2:23 PM	2:33 PM	2:43 PM	2:43 PM	2:53 PM	3:03 PM	3:08 PM	3:13 PM	3:20 PM	3:26 PM
Off-Peak	Boat 2	43.0	43.0	2:45 PM	2:51 PM	2:58 PM	3:03 PM	3:08 PM	3:18 PM	3:28 PM	3:28 PM	3:38 PM	3:48 PM	3:53 PM	3:58 PM	4:05 PM	4:11 PM
Off-Peak	Boat 1	43.0	43.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:13 PM	4:13 PM	4:23 PM	4:33 PM	4:38 PM	4:43 PM	4:50 PM	4:56 PM
Peak	Boat 2	43.0	43.0	4:00 PM	4:06 PM	4:13 PM	4:18 PM	4:23 PM	4:33 PM	4:43 PM	4:43 PM	4:53 PM	5:03 PM	5:08 PM	5:13 PM	5:20 PM	5:26 PM
Peak	Boat 3	43.0	43.0	4:30 PM	4:36 PM	4:43 PM	4:48 PM	4:53 PM	5:03 PM	5:13 PM	5:13 PM	5:23 PM	5:33 PM	5:38 PM	5:43 PM	5:50 PM	5:56 PM
Peak	Boat 1	43.0	43.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:43 PM	5:43 PM	5:53 PM	6:03 PM	6:08 PM	6:13 PM	6:20 PM	6:26 PM
Peak	Boat 2	43.0	43.0	5:30 PM	5:36 PM	5:43 PM	5:48 PM	5:53 PM	6:03 PM	6:13 PM	6:13 PM	6:23 PM	6:33 PM	6:38 PM	6:43 PM	6:50 PM	6:56 PM
Peak	Boat 3	43.0	43.0	6:00 PM	6:06 PM	6:13 PM	6:18 PM	6:23 PM	6:33 PM	6:43 PM	6:43 PM	6:53 PM	7:03 PM	7:08 PM	7:13 PM	7:20 PM	7:26 PM
Peak	Boat 1	43.0	43.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:13 PM	7:13 PM	7:23 PM	7:33 PM	7:38 PM	7:43 PM	7:50 PM	7:56 PM
Off-Peak	Boat 2	43.0	43.0	7:15 PM	7:21 PM	7:28 PM	7:33 PM	7:38 PM	7:48 PM	7:58 PM	7:58 PM	8:08 PM	8:18 PM	8:23 PM	8:28 PM	8:35 PM	8:41 PM
Off-Peak	Boat 1	43.0	43.0	8:00 PM	8:06 PM	8:13 PM	8:18 PM	8:23 PM	8:33 PM	8:43 PM	8:43 PM	8:53 PM	9:03 PM	9:08 PM	9:13 PM	9:20 PM	9:26 PM
Off-Peak	Boat 2	43.0	43.0	8:45 PM	8:51 PM	8:58 PM	9:03 PM	9:08 PM	9:18 PM	9:28 PM	9:28 PM	9:38 PM	9:48 PM	9:53 PM	9:58 PM	10:05 PM	10:11 PM





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	Week	ends		S. Br	ooklyn	to Gove	rnor's l	sland			Govern	or's Isla	and to S	outh Br	ooklyn	
	Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Bay Ridge	Brooklyn Army Terminal / Pier 4	Red Hook	BBP / Pier 6 Atlantic Ave	BB Park / Pier 1 DUMBO	Wall Street/Pier 11	Governor's Island	Governor's Island	Wall Street/Pier 11	BB Park / Pier 1 DUMBO	BBP / Pier 6 Atlantic Ave	Red Hook	Brooklyn Army Terminal / Pier 4	Bay Ridge
	er min veen s			6.0	7.0	5.0	5.0	10.0	10.0	0.0	10.0	10.0	5.0	5.0	7.0	6.0
							Sumr	ner (Ap	ril-Augu	ust)						
Boat 1	43.0	43.0	6:30 AM	6:36 AM	6:43 AM	6:48 AM	6:53 AM	7:03 AM	7:13 AM	7:13 AM	7:23 AM	7:33 AM	7:38 AM	7:43 AM	7:50 AM	7:56 AM
Boat 2	43.0	43.0	7:15 AM	7:21 AM	7:28 AM	7:33 AM	7:38 AM	7:48 AM	7:58 AM	7:58 AM	8:08 AM	8:18 AM	8:23 AM	8:28 AM	8:35 AM	8:41 AM
Boat 1	43.0	43.0	8:00 AM	8:06 AM	8:13 AM	8:18 AM	8:23 AM	8:33 AM	8:43 AM	8:43 AM	8:53 AM	9:03 AM	9:08 AM	9:13 AM	9:20 AM	9:26 AM
Boat 2	43.0	43.0	8:45 AM	8:51 AM	8:58 AM	9:03 AM	9:08 AM	9:18 AM	9:28 AM	9:28 AM	9:38 AM	9:48 AM	9:53 AM	9:58 AM	10:05 AM	10:11 AM
Boat 1	43.0	43.0	9:30 AM	9:36 AM	9:43 AM	9:48 AM	9:53 AM	10:03 AM	10:13 AM	10:13 AM	10:23 AM	10:33 AM	10:38 AM	10:43 AM	10:50 AM	10:56 AM
Boat 2	43.0	43.0	10:15 AM	10:21 AM	10:28 AM	10:33 AM	10:38 AM	10:48 AM	10:58 AM	10:58 AM	11:08 AM	11:18 AM	11:23 AM	11:28 AM	11:35 AM	11:41 AM
Boat 1	43.0	43.0	11:00 AM	11:06 AM	11:13 AM	11:18 AM	11:23 AM	11:33 AM	11:43 AM	11:43 AM	11:53 AM	12:03 PM	12:08 PM	12:13 PM	12:20 PM	12:26 PM
Boat 2	43.0	43.0	11:45 AM	11:51 AM	11:58 AM	12:03 PM	12:08 PM	12:18 PM	12:28 PM	12:28 PM	12:38 PM	12:48 PM	12:53 PM	12:58 PM	1:05 PM	1:11 PM
Boat 1	43.0	43.0	12:30 PM	12:36 PM	12:43 PM	12:48 PM	12:53 PM	1:03 PM	1:13 PM	1:13 PM	1:23 PM	1:33 PM	1:38 PM	1:43 PM	1:50 PM	1:56 PM
Boat 2	43.0	43.0	1:15 PM	1:21 PM	1:28 PM	1:33 PM	1:38 PM	1:48 PM	1:58 PM	1:58 PM	2:08 PM	2:18 PM	2:23 PM	2:28 PM	2:35 PM	2:41 PM
Boat 1	43.0	43.0	2:00 PM	2:06 PM	2:13 PM	2:18 PM	2:23 PM	2:33 PM	2:43 PM	2:43 PM	2:53 PM	3:03 PM	3:08 PM	3:13 PM	3:20 PM	3:26 PM
Boat 2	43.0	43.0	2:45 PM	2:51 PM	2:58 PM	3:03 PM	3:08 PM	3:18 PM	3:28 PM	3:28 PM	3:38 PM	3:48 PM	3:53 PM	3:58 PM	4:05 PM	4:11 PM
Boat 1	43.0	43.0	3:30 PM	3:36 PM	3:43 PM	3:48 PM	3:53 PM	4:03 PM	4:13 PM	4:13 PM	4:23 PM	4:33 PM	4:38 PM	4:43 PM	4:50 PM	4:56 PM
Boat 2	43.0	43.0	4:15 PM	4:21 PM	4:28 PM	4:33 PM	4:38 PM	4:48 PM	4:58 PM	4:58 PM	5:08 PM	5:18 PM	5:23 PM	5:28 PM	5:35 PM	5:41 PM
Boat 1	43.0	43.0	5:00 PM	5:06 PM	5:13 PM	5:18 PM	5:23 PM	5:33 PM	5:43 PM	5:43 PM	5:53 PM	6:03 PM	6:08 PM	6:13 PM	6:20 PM	6:26 PM
Boat 2	43.0	43.0	5:45 PM	5:51 PM	5:58 PM	6:03 PM	6:08 PM	6:18 PM	6:28 PM	6:28 PM	6:38 PM	6:48 PM	6:53 PM	6:58 PM	7:05 PM	7:11 PM
Boat 1	43.0	43.0	6:30 PM	6:36 PM	6:43 PM	6:48 PM	6:53 PM	7:03 PM	7:13 PM	7:13 PM	7:23 PM	7:33 PM	7:38 PM	7:43 PM	7:50 PM	7:56 PM
Boat 2	43.0	43.0	7:15 PM	7:21 PM	7:28 PM	7:33 PM	7:38 PM	7:48 PM	7:58 PM	7:58 PM	8:08 PM	8:18 PM	8:23 PM	8:28 PM	8:35 PM	8:41 PM
Boat 1	43.0	43.0	8:00 PM	8:06 PM	8:13 PM	8:18 PM	8:23 PM	8:33 PM	8:43 PM	8:43 PM	8:53 PM	9:03 PM	9:08 PM	9:13 PM	9:20 PM	9:26 PM
Boat 2	43.0	43.0	8:45 PM	8:51 PM	8:58 PM	9:03 PM	9:08 PM	9:18 PM	9:28 PM	9:28 PM	9:38 PM	9:48 PM	9:53 PM	9:58 PM	10:05 PM	10:11 PM





Rockaway Route

		Weel	days	Rockaway	to Wall Str	eet/Pier 11	Wall Stree	et/Pier 11 to	Rockway
		Minutes from Rockaway to WS/P11	Minutes from WS/ P11 to Rockaway	Rockaway Pier	BrooklynArmy Terminal / Pier 4	Wall Street/Pier 11	Wall Street/Pier 11	BrooklynArmy Terminal / Pier 4	Rockaway Pier
		Enter minute etween stop			42.0	10.0	0.0	10.0	42.0
				Winter (N	ovember - l	February)			
Off-Peak	Boat 1	52.0	52.0	6:30 AM	7:12 AM	7:22 AM	7:22 AM	7:32 AM	8:14 AM
Peak	Boat 2	52.0	52.0	7:30 AM	8:12 AM	8:22 AM	8:22 AM	8:32 AM	9:14 AM
Peak	Boat 1	52.0	52.0	8:30 AM	9:12 AM	9:22 AM	9:22 AM	9:32 AM	10:14 AM
Peak	Boat 2	52.0	52.0	9:30 AM	10:12 AM	10:22 AM	10:22 AM	10:32 AM	11:14 AM
Off-Peak	Boat 1	52.0	52.0	10:30 AM	11:12 AM	11:22 AM	11:22 AM	11:32 AM	12:14 PM
Off-Peak	Boat 2	52.0	52.0	11:30 AM	12:12 PM	12:22 PM	12:22 PM	12:32 PM	1:14 PM
Off-Peak	Boat 1	52.0	52.0	12:30 PM	1:12 PM	1:22 PM	1:22 PM	1:32 PM	2:14 PM
Off-Peak	Boat 2	52.0	52.0	1:30 PM	2:12 PM	2:22 PM	2:22 PM	2:32 PM	3:14 PM
Off-Peak	Boat 1	52.0	52.0	2:30 PM	3:12 PM	3:22 PM	3:22 PM	3:32 PM	4:14 PM
Off-Peak	Boat 2	52.0	52.0	3:30 PM	4:12 PM	4:22 PM	4:22 PM	4:32 PM	5:14 PM
Peak	Boat 1	52.0	52.0	4:30 PM	5:12 PM	5:22 PM	5:22 PM	5:32 PM	6:14 PM
Peak	Boat 2	52.0	52.0	5:30 PM	6:12 PM	6:22 PM	6:22 PM	6:32 PM	7:14 PM
Off-Peak	Boat 1	52.0	52.0	6:30 PM	7:12 PM	7:22 PM	7:22 PM	7:32 PM	8:14 PM
Off-Peak	Boat 2	52.0	52.0	7:30 PM	8:12 PM	8:22 PM	8:22 PM	8:32 PM	9:14 PM
Off-Peak	Boat 1	52.0	52.0	8:30 PM	9:12 PM	9:22 PM	9:22 PM	9:32 PM	10:14 PM





	Week	cends	Rockaway	to Wall Str	eet/Pier 11	Wall Stree	et/Pier 11 to	Rockway
	Minutes from Rockaway to WS/P11	Minutes from WS/ P11 to Rockaway	Rockaway Pier	BrooklynArmy Terminal / Pier 4	Wall Street/Pier 11	Wall Street/Pier 11	BrooklynArmy Terminal / Pier 4	Rockaway Pier
	Enter minute: etween stop			42.0	10.0	0.0	10.0	42.0
			Winter (N	lovember - I	February)			
Boat 1	52.0	52.0	6:30 AM	7:12 AM	7:22 AM	7:22 AM	7:32 AM	8:14 AM
Boat 2	52.0	52.0	8:00 AM	8:42 AM	8:52 AM	8:52 AM	9:02 AM	9:44 AM
Boat 1	52.0	52.0	9:30 AM	10:12 AM	10:22 AM	10:22 AM	10:32 AM	11:14 AM
Boat 2	52.0	52.0	11:00 AM	11:42 AM	11:52 AM	11:52 AM	12:02 PM	12:44 PM
Boat 1	52.0	52.0	12:30 PM	1:12 PM	1:22 PM	1:22 PM	1:32 PM	2:14 PM
Boat 2	52.0	52.0	2:00 PM	2:42 PM	2:52 PM	2:52 PM	3:02 PM	3:44 PM
Boat 1	52.0	52.0	3:30 PM	4:12 PM	4:22 PM	4:22 PM	4:32 PM	5:14 PM
Boat 2	52.0	52.0	5:00 PM	5:42 PM	5:52 PM	5:52 PM	6:02 PM	6:44 PM
Boat 1	52.0	52.0	6:30 PM	7:12 PM	7:22 PM	7:22 PM	7:32 PM	8:14 PM
Boat 2	52.0	52.0	8:00 PM	8:42 PM	8:52 PM	9:10 PM	9:20 PM	10:02 PM





		Week	days	Rockaway	to Wall Stre	eet/Pier 11	Wall Stree	et/Pier 11 to	Rockway
		Minutes from Rockaway to WS/P11	Minutes from WS/ P11 to Rockaway	Rockaway Pier	BrooklynArmy Terminal / Pier 4	Wall Street/Pier 11	Wall Street/Pier 11	BrooklynArmy Terminal / Pier 4	Rockaway Pier
	_	Enter minute: etween stop	_		42.0	10.0	0.0	10.0	42.0
			Sh	oulders (Ma	arch, Septer	nber-Octob	er)		
Off-Peak	Boat 1	52.0	52.0	6:30 AM	7:12 AM	7:22 AM	7:22 AM	7:32 AM	8:14 AM
Peak	Boat 2	52.0	52.0	7:30 AM	8:12 AM	8:22 AM	8:22 AM	8:32 AM	9:14 AM
Peak	Boat 1	52.0	52.0	8:30 AM	9:12 AM	9:22 AM	9:22 AM	9:32 AM	10:14 AM
Peak	Boat 2	52.0	52.0	9:30 AM	10:12 AM	10:22 AM	10:22 AM	10:32 AM	11:14 AM
Off-Peak	Boat 1	52.0	52.0	10:30 AM	11:12 AM	11:22 AM	11:22 AM	11:32 AM	12:14 PM
Off-Peak	Boat 2	52.0	52.0	11:30 AM	12:12 PM	12:22 PM	12:22 PM	12:32 PM	1:14 PM
Off-Peak	Boat 1	52.0	52.0	12:30 PM	1:12 PM	1:22 PM	1:22 PM	1:32 PM	2:14 PM
Off-Peak	Boat 2	52.0	52.0	1:30 PM	2:12 PM	2:22 PM	2:22 PM	2:32 PM	3:14 PM
Off-Peak	Boat 1	52.0	52.0	2:30 PM	3:12 PM	3:22 PM	3:22 PM	3:32 PM	4:14 PM
Off-Peak	Boat 2	52.0	52.0	3:30 PM	4:12 PM	4:22 PM	4:22 PM	4:32 PM	5:14 PM
Peak	Boat 1	52.0	52.0	4:30 PM	5:12 PM	5:22 PM	5:22 PM	5:32 PM	6:14 PM
Peak	Boat 2	52.0	52.0	5:30 PM	6:12 PM	6:22 PM	6:22 PM	6:32 PM	7:14 PM
Off-Peak	Boat 1	52.0	52.0	6:30 PM	7:12 PM	7:22 PM	7:22 PM	7:32 PM	8:14 PM
Off-Peak	Boat 2	52.0	52.0	7:30 PM	8:12 PM	8:22 PM	8:22 PM	8:32 PM	9:14 PM
Off-Peak	Boat 1	52.0	52.0	8:30 PM	9:12 PM	9:22 PM	9:22 PM	9:32 PM	10:14 PM





						1 Wall Street/Pier 11 to Rockway			
	Week	cends	Rockaway	to Wall Str	eet/Pier 11	Wall Stree	et/Pier 11 to	Rockway	
	Minutes from Rockaway to WS/P11	Minutes from WS/ P11 to Rockaway	Rockaway Pier	BrooklynArmy Terminal / Pier 4	Wall Street/Pier 11	Wall Street/Pier 11	BrooklynArmy Terminal / Pier 4	Rockaway Pier	
1	Enter minute: etween stop	-		42.0	10.0	0.0	10.0	42.0	
		Sh	oulders (Ma	arch, Septer	nber-Octob	er)			
Boat 1	52.0	52.0	6:30 AM	7:12 AM	7:22 AM	7:22 AM	7:32 AM	8:14 AM	
Boat 2	52.0	52.0	7:30 AM	8:12 AM	8:22 AM	8:22 AM	8:32 AM	9:14 AM	
Boat 1	52.0	52.0	8:30 AM	9:12 AM	9:22 AM	9:22 AM	9:32 AM	10:14 AM	
Boat 2	52.0	52.0	9:30 AM	10:12 AM	10:22 AM	10:22 AM	10:32 AM	11:14 AM	
Boat 1	52.0	52.0	10:30 AM	11:12 AM	11:22 AM	11:22 AM	11:32 AM	12:14 PM	
Boat 2	52.0	52.0	11:30 AM	12:12 PM	12:22 PM	12:22 PM	12:32 PM	1:14 PM	
Boat 1	52.0	52.0	12:30 PM	1:12 PM	1:22 PM	1:22 PM	1:32 PM	2:14 PM	
Boat 2	52.0	52.0	1:30 PM	2:12 PM	2:22 PM	2:22 PM	2:32 PM	3:14 PM	
Boat 1	52.0	52.0	2:30 PM	3:12 PM	3:22 PM	3:22 PM	3:32 PM	4:14 PM	
Boat 2	52.0	52.0	3:30 PM	4:12 PM	4:22 PM	4:22 PM	4:32 PM	5:14 PM	
Boat 1	52.0	52.0	4:30 PM	5:12 PM	5:22 PM	5:22 PM	5:32 PM	6:14 PM	
Boat 2	52.0	52.0	5:30 PM	6:12 PM	6:22 PM	6:22 PM	6:32 PM	7:14 PM	
Boat 1	52.0	52.0	6:30 PM	7:12 PM	7:22 PM	7:22 PM	7:32 PM	8:14 PM	
Boat 2	52.0	52.0	7:30 PM	8:12 PM	8:22 PM	8:22 PM	8:32 PM	9:14 PM	
Boat 1	52.0	52.0	8:30 PM	9:12 PM	9:22 PM	9:22 PM	9:32 PM	10:14 PM	





				l					
		Week	days	Rockaway	to Wall Stre	eet/Pier 11	Wall Stree	et/Pier 11 to	Rockway
		Minutes from Rockaway to WS/P11	Minutes from WS/ P11 to Rockaway	Rockaway Pier	BrooklynArmy Terminal / Pier 4	Wall Street/Pier 11	Wall Street/Pier 11	BrooklynArmy Terminal / Pier 4	Rockaway Pier
	_	Enter minute: etween stop	_		42.0	10.0	0.0	10.0	42.0
				Sumn	ner (April-Au	ugust)			
Off-Peak	Boat 1	52.0	52.0	6:30 AM	7:12 AM	7:22 AM	7:22 AM	7:32 AM	8:14 AM
Peak	Boat 2	52.0	52.0	7:30 AM	8:12 AM	8:22 AM	8:22 AM	8:32 AM	9:14 AM
Peak	Boat 1	52.0	52.0	8:30 AM	9:12 AM	9:22 AM	9:22 AM	9:32 AM	10:14 AM
Peak	Boat 2	52.0	52.0	9:30 AM	10:12 AM	10:22 AM	10:22 AM	10:32 AM	11:14 AM
Off-Peak	Boat 1	52.0	52.0	10:30 AM	11:12 AM	11:22 AM	11:22 AM	11:32 AM	12:14 PM
Off-Peak	Boat 2	52.0	52.0	11:30 AM	12:12 PM	12:22 PM	12:22 PM	12:32 PM	1:14 PM
Off-Peak	Boat 1	52.0	52.0	12:30 PM	1:12 PM	1:22 PM	1:22 PM	1:32 PM	2:14 PM
Off-Peak	Boat 2	52.0	52.0	1:30 PM	2:12 PM	2:22 PM	2:22 PM	2:32 PM	3:14 PM
Off-Peak	Boat 1	52.0	52.0	2:30 PM	3:12 PM	3:22 PM	3:22 PM	3:32 PM	4:14 PM
Off-Peak	Boat 2	52.0	52.0	3:30 PM	4:12 PM	4:22 PM	4:22 PM	4:32 PM	5:14 PM
Peak	Boat 1	52.0	52.0	4:30 PM	5:12 PM	5:22 PM	5:22 PM	5:32 PM	6:14 PM
Peak	Boat 2	52.0	52.0	5:30 PM	6:12 PM	6:22 PM	6:22 PM	6:32 PM	7:14 PM
Off-Peak	Boat 1	52.0	52.0	6:30 PM	7:12 PM	7:22 PM	7:22 PM	7:32 PM	8:14 PM
Off-Peak	Boat 2	52.0	52.0	7:30 PM	8:12 PM	8:22 PM	8:22 PM	8:32 PM	9:14 PM
Off-Peak	Boat 1	52.0	52.0	8:30 PM	9:12 PM	9:22 PM	9:22 PM	9:32 PM	10:14 PM





						1 Wall Street/Pier 11 to Rockway			
	Week	cends	Rockaway	to Wall Str	eet/Pier 11	Wall Stree	et/Pier 11 to	Rockway	
	Minutes from Rockaway to WS/P11	Minutes from WS/ P11 to Rockaway	Rockaway Pier	BrooklynArmy Terminal / Pier 4	Wall Street/Pier 11	Wall Street/Pier 11	BrooklynArmy Terminal / Pier 4	Rockaway Pier	
_	Enter minute: etween stop	-		42.0	10.0	0.0	10.0	42.0	
			Sumn	ner (April-A	ugust)				
Boat 1	52.0	52.0	6:30 AM	7:12 AM	7:22 AM	7:22 AM	7:32 AM	8:14 AM	
Boat 2	52.0	52.0	7:30 AM	8:12 AM	8:22 AM	8:22 AM	8:32 AM	9:14 AM	
Boat 1	52.0	52.0	8:30 AM	9:12 AM	9:22 AM	9:22 AM	9:32 AM	10:14 AM	
Boat 2	52.0	52.0	9:30 AM	10:12 AM	10:22 AM	10:22 AM	10:32 AM	11:14 AM	
Boat 1	52.0	52.0	10:30 AM	11:12 AM	11:22 AM	11:22 AM	11:32 AM	12:14 PM	
Boat 2	52.0	52.0	11:30 AM	12:12 PM	12:22 PM	12:22 PM	12:32 PM	1:14 PM	
Boat 1	52.0	52.0	12:30 PM	1:12 PM	1:22 PM	1:22 PM	1:32 PM	2:14 PM	
Boat 2	52.0	52.0	1:30 PM	2:12 PM	2:22 PM	2:22 PM	2:32 PM	3:14 PM	
Boat 1	52.0	52.0	2:30 PM	3:12 PM	3:22 PM	3:22 PM	3:32 PM	4:14 PM	
Boat 2	52.0	52.0	3:30 PM	4:12 PM	4:22 PM	4:22 PM	4:32 PM	5:14 PM	
Boat 1	52.0	52.0	4:30 PM	5:12 PM	5:22 PM	5:22 PM	5:32 PM	6:14 PM	
Boat 2	52.0	52.0	5:30 PM	6:12 PM	6:22 PM	6:22 PM	6:32 PM	7:14 PM	
Boat 1	52.0	52.0	6:30 PM	7:12 PM	7:22 PM	7:22 PM	7:32 PM	8:14 PM	
Boat 2	52.0	52.0	7:30 PM	8:12 PM	8:22 PM	8:22 PM	8:32 PM	9:14 PM	
Boat 1	52.0	52.0	8:30 PM	9:12 PM	9:22 PM	9:22 PM	9:32 PM	10:14 PM	





Lower East Side Route

		Week	days	Lower	East Sid	e to Wal	l Street/	Pier 11	Wall S	treet/Pie	r 11 to L	ower Eas	st Side
		Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Long Island City / North	East 34th Street	Stuyvesant Cove / 23rd St	Grand Street	Wall Street/Pier 11	Wall Street/Pier 11	Grand Street	Stuyvesant Cove / 23rd St	East 34th Street	Long Island City / North
		ter minut ween sto			8.0	4.0	5.0	6.0	0.0	6.0	5.0	4.0	7.0
					Wi	nter (No	vember	- Februa	ry)				
Off-Peak	Boat 1	23.0	22.0	6:30 AM	6:38 AM	6:42 AM	6:47 AM	6:53 AM	6:53 AM	6:59 AM	7:04 AM	7:08 AM	7:15 AM
Peak	Boat 2	23.0	22.0	7:15 AM	7:23 AM	7:27 AM	7:32 AM	7:38 AM	7:38 AM	7:44 AM	7:49 AM	7:53 AM	8:00 AM
Peak	Boat 1	23.0	22.0	7:35 AM	7:43 AM	7:47 AM	7:52 AM	7:58 AM	7:58 AM	8:04 AM	8:09 AM	8:13 AM	8:20 AM
Peak	Boat 3	23.0	22.0	7:55 AM	8:03 AM	8:07 AM	8:12 AM	8:18 AM	8:18 AM	8:24 AM	8:29 AM	8:33 AM	8:40 AM
Peak	Boat 2	23.0	22.0	8:15 AM	8:23 AM	8:27 AM	8:32 AM	8:38 AM	8:38 AM	8:44 AM	8:49 AM	8:53 AM	9:00 AM
Peak	Boat 1	23.0	22.0	8:35 AM	8:43 AM	8:47 AM	8:52 AM	8:58 AM	8:58 AM	9:04 AM	9:09 AM	9:13 AM	9:20 AM
Peak	Boat 3	23.0	22.0	8:55 AM	9:03 AM	9:07 AM	9:12 AM	9:18 AM	9:18 AM	9:24 AM	9:29 AM	9:33 AM	9:40 AM
Peak	Boat 2	23.0	22.0	9:15 AM	9:23 AM	9:27 AM	9:32 AM	9:38 AM	9:38 AM	9:44 AM	9:49 AM	9:53 AM	10:00 AM
Peak	Boat 1	23.0	22.0	9:35 AM	9:43 AM	9:47 AM	9:52 AM	9:58 AM	9:58 AM	10:04 AM	10:09 AM	10:13 AM	10:20 AM
Off-Peak	Boat 2	23.0	22.0	10:35 AM	10:43 AM	10:47 AM	10:52 AM	10:58 AM	10:58 AM	11:04 AM	11:09 AM	11:13 AM	11:20 AM
Off-Peak	Boat 1	23.0	22.0	11:35 AM	11:43 AM	11:47 AM	11:52 AM	11:58 AM	11:58 AM	12:04 PM	12:09 PM	12:13 PM	12:20 PM
Off-Peak	Boat 2	23.0	22.0	12:35 PM	12:43 PM	12:47 PM	12:52 PM	12:58 PM	12:58 PM	1:04 PM	1:09 PM	1:13 PM	1:20 PM
Off-Peak	Boat 1	23.0	22.0	1:35 PM	1:43 PM	1:47 PM	1:52 PM	1:58 PM	1:58 PM	2:04 PM	2:09 PM	2:13 PM	2:20 PM
Off-Peak	Boat 2	23.0	22.0	2:35 PM	2:43 PM	2:47 PM	2:52 PM	2:58 PM	2:58 PM	3:04 PM	3:09 PM	3:13 PM	3:20 PM
Off-Peak	Boat 1	23.0	22.0	3:35 PM	3:43 PM	3:47 PM	3:52 PM	3:58 PM	3:58 PM	4:04 PM	4:09 PM	4:13 PM	4:20 PM
Peak	Boat 2	23.0	22.0	3:55 PM	4:03 PM	4:07 PM	4:12 PM	4:18 PM	4:18 PM	4:24 PM	4:29 PM	4:33 PM	4:40 PM
Peak	Boat 1	23.0	22.0	4:15 PM	4:23 PM	4:27 PM	4:32 PM	4:38 PM	4:38 PM	4:44 PM	4:49 PM	4:53 PM	5:00 PM
Peak	Boat 3	23.0	22.0	4:35 PM	4:43 PM	4:47 PM	4:52 PM	4:58 PM	4:58 PM	5:04 PM	5:09 PM	5:13 PM	5:20 PM
Peak	Boat 2	23.0	22.0	4:55 PM	5:03 PM	5:07 PM	5:12 PM	5:18 PM	5:18 PM	5:24 PM	5:29 PM	5:33 PM	5:40 PM
Peak	Boat 1	23.0	22.0	5:15 PM	5:23 PM	5:27 PM	5:32 PM	5:38 PM	5:38 PM	5:44 PM	5:49 PM	5:53 PM	6:00 PM
Peak	Boat 3	23.0	22.0	5:35 PM	5:43 PM	5:47 PM	5:52 PM	5:58 PM	5:58 PM	6:04 PM	6:09 PM	6:13 PM	6:20 PM
Peak	Boat 2	23.0	22.0	5:55 PM	6:03 PM	6:07 PM	6:12 PM	6:18 PM	6:18 PM	6:24 PM	6:29 PM	6:33 PM	6:40 PM
Peak	Boat 1	23.0	22.0	6:15 PM	6:23 PM	6:27 PM	6:32 PM	6:38 PM	6:38 PM	6:44 PM	6:49 PM	6:53 PM	7:00 PM
Off-Peak	Boat 2	23.0	22.0	7:15 PM	7:23 PM	7:27 PM	7:32 PM	7:38 PM	7:38 PM	7:44 PM	7:49 PM	7:53 PM	8:00 PM
Off-Peak	Boat 1	23.0	22.0	8:15 PM	8:23 PM	8:27 PM	8:32 PM	8:38 PM	8:38 PM	8:44 PM	8:49 PM	8:53 PM	9:00 PM
Off-Peak	Boat 2	23.0	22.0	9:15 PM	9:23 PM	9:27 PM	9:32 PM	9:38 PM	9:38 PM	9:44 PM	9:49 PM	9:53 PM	10:00 PM





	Week	ends	Lower	East Sid	e to Wal	I Street/	Pier 11	Wall S	treet/Pie	r 11 to L	ower Eas	st Side
	Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Long Island City / North	East 34th Street	Stuyvesant Cove / 23rd St	Grand Street	Wall Street/Pier 11	Wall Street/Pier 11	Grand Street	Stuyvesant Cove / 23rd St	East 34th Street	Long Island City / North
	ter minut ween sto			8.0	4.0	5.0	6.0	0.0	6.0	5.0	4.0	7.0
				Wi	nter (No	vember	- Februa	ry)				
Boat 1	23.0	22.0	6:30 AM	6:38 AM	6:42 AM	6:47 AM	6:53 AM	6:53 AM	6:59 AM	7:04 AM	7:08 AM	7:15 AM
Boat 1	23.0	22.0	8:00 AM	8:08 AM	8:12 AM	8:17 AM	8:23 AM	8:23 AM	8:29 AM	8:34 AM	8:38 AM	8:45 AM
Boat 1	23.0	22.0	9:30 AM	9:38 AM	9:42 AM	9:47 AM	9:53 AM	9:53 AM	9:59 AM	10:04 AM	10:08 AM	10:15 AM
Boat 1	23.0	22.0	11:00 AM	11:08 AM	11:12 AM	11:17 AM	11:23 AM	11:23 AM	11:29 AM	11:34 AM	11:38 AM	11:45 AM
Boat 1	23.0	22.0	12:30 PM	12:38 PM	12:42 PM	12:47 PM	12:53 PM	12:53 PM	12:59 PM	1:04 PM	1:08 PM	1:15 PM
Boat 1	23.0	22.0	2:00 PM	2:08 PM	2:12 PM	2:17 PM	2:23 PM	2:23 PM	2:29 PM	2:34 PM	2:38 PM	2:45 PM
Boat 1	23.0	22.0	3:30 PM	3:38 PM	3:42 PM	3:47 PM	3:53 PM	3:53 PM	3:59 PM	4:04 PM	4:08 PM	4:15 PM
Boat 1	23.0	22.0	5:00 PM	5:08 PM	5:12 PM	5:17 PM	5:23 PM	5:23 PM	5:29 PM	5:34 PM	5:38 PM	5:45 PM
Boat 1	23.0	22.0	6:30 PM	6:38 PM	6:42 PM	6:47 PM	6:53 PM	6:53 PM	6:59 PM	7:04 PM	7:08 PM	7:15 PM
Boat 1	23.0	22.0	8:00 PM	8:08 PM	8:12 PM	8:17 PM	8:23 PM	8:23 PM	8:29 PM	8:34 PM	8:38 PM	8:45 PM
Boat 1	23.0	22.0	9:30 PM	9:38 PM	9:42 PM	9:47 PM	9:53 PM	9:53 PM	9:59 PM	10:04 PM	10:08 PM	10:15 PM





		Week	daye	Lower	East Sid	lo to Wal	Stroot/	Pior 11	Wall S	troot/Pio	r 11 to L	ower Eas	st Sido
		VVEEN	luays	LOWEI	Last Sid	le to vval	1 311661/1		vvaii 3		TITOL	ower Las	st Side
		Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Long Island City / North	East 34th Street	Stuyvesant Cove / 23rd St	Grand Street	Wall Street/Pier 11	Wall Street/Pier 11	Grand Street	Stuyvesant Cove / 23rd St	East 34th Street	Long Island City / North
		ter minut ween sto			8.0	4.0	5.0	6.0	0.0	6.0	5.0	4.0	7.0
					Should	ers (Mar	ch, Sept	ember-O	ctober)				
Off-Peak	Boat 1	23.0	22.0	6:30 AM	6:38 AM	6:42 AM	6:47 AM	6:53 AM	6:53 AM	6:59 AM	7:04 AM	7:08 AM	7:15 AM
Peak	Boat 2	23.0	22.0	7:15 AM	7:23 AM	7:27 AM	7:32 AM	7:38 AM	7:38 AM	7:44 AM	7:49 AM	7:53 AM	8:00 AM
Peak	Boat 1	23.0	22.0	7:35 AM	7:43 AM	7:47 AM	7:52 AM	7:58 AM	7:58 AM	8:04 AM	8:09 AM	8:13 AM	8:20 AM
Peak	Boat 3	23.0	22.0	7:55 AM	8:03 AM	8:07 AM	8:12 AM	8:18 AM	8:18 AM	8:24 AM	8:29 AM	8:33 AM	8:40 AM
Peak	Boat 2	23.0	22.0	8:15 AM	8:23 AM	8:27 AM	8:32 AM	8:38 AM	8:38 AM	8:44 AM	8:49 AM	8:53 AM	9:00 AM
Peak	Boat 1	23.0	22.0	8:35 AM	8:43 AM	8:47 AM	8:52 AM	8:58 AM	8:58 AM	9:04 AM	9:09 AM	9:13 AM	9:20 AM
Peak	Boat 3	23.0	22.0	8:55 AM	9:03 AM	9:07 AM	9:12 AM	9:18 AM	9:18 AM	9:24 AM	9:29 AM	9:33 AM	9:40 AM
Peak	Boat 2	23.0	22.0	9:15 AM	9:23 AM	9:27 AM	9:32 AM	9:38 AM	9:38 AM	9:44 AM	9:49 AM	9:53 AM	10:00 AM
Peak	Boat 1	23.0	22.0	9:35 AM	9:43 AM	9:47 AM	9:52 AM	9:58 AM	9:58 AM	10:04 AM	10:09 AM	10:13 AM	10:20 AM
Off-Peak	Boat 2	23.0	22.0	10:20 AM	10:28 AM	10:32 AM	10:37 AM	10:43 AM	10:43 AM	10:49 AM	10:54 AM	10:58 AM	11:05 AM
Off-Peak	Boat 1	23.0	22.0	11:05 AM	11:13 AM	11:17 AM	11:22 AM	11:28 AM	11:28 AM	11:34 AM	11:39 AM	11:43 AM	11:50 AM
Off-Peak	Boat 1	23.0	22.0	11:50 AM	11:58 AM	12:02 PM	12:07 PM	12:13 PM	12:13 PM	12:19 PM	12:24 PM	12:28 PM	12:35 PM
Off-Peak	Boat 1	23.0	22.0	12:35 PM	12:43 PM	12:47 PM	12:52 PM	12:58 PM	12:58 PM	1:04 PM	1:09 PM	1:13 PM	1:20 PM
Off-Peak	Boat 1	23.0	22.0	1:20 PM	1:28 PM	1:32 PM	1:37 PM	1:43 PM	1:43 PM	1:49 PM	1:54 PM	1:58 PM	2:05 PM
Off-Peak	Boat 1	23.0	22.0	2:05 PM	2:13 PM	2:17 PM	2:22 PM	2:28 PM	2:28 PM	2:34 PM	2:39 PM	2:43 PM	2:50 PM
Off-Peak	Boat 1	23.0	22.0	2:50 PM	2:58 PM	3:02 PM	3:07 PM	3:13 PM	3:13 PM	3:19 PM	3:24 PM	3:28 PM	3:35 PM
Off-Peak	Boat 1	23.0	22.0	3:35 PM	3:43 PM	3:47 PM	3:52 PM	3:58 PM	3:58 PM	4:04 PM	4:09 PM	4:13 PM	4:20 PM
Peak	Boat 2	23.0	22.0	3:55 PM	4:03 PM	4:07 PM	4:12 PM	4:18 PM	4:18 PM	4:24 PM	4:29 PM	4:33 PM	4:40 PM
Peak	Boat 3	23.0	22.0	4:15 PM	4:23 PM	4:27 PM	4:32 PM	4:38 PM	4:38 PM	4:44 PM	4:49 PM	4:53 PM	5:00 PM
Peak	Boat 1	23.0	22.0	4:35 PM	4:43 PM	4:47 PM	4:52 PM	4:58 PM	4:58 PM	5:04 PM	5:09 PM	5:13 PM	5:20 PM
Peak	Boat 2	23.0	22.0	4:55 PM	5:03 PM	5:07 PM	5:12 PM	5:18 PM	5:18 PM	5:24 PM	5:29 PM	5:33 PM	5:40 PM
Peak	Boat 3	23.0	22.0	5:15 PM	5:23 PM	5:27 PM	5:32 PM	5:38 PM	5:38 PM	5:44 PM	5:49 PM	5:53 PM	6:00 PM
Peak	Boat 1	23.0	22.0	5:35 PM	5:43 PM	5:47 PM	5:52 PM	5:58 PM	5:58 PM	6:04 PM	6:09 PM	6:13 PM	6:20 PM
Peak	Boat 2	23.0	22.0	5:55 PM	6:03 PM	6:07 PM	6:12 PM	6:18 PM	6:18 PM	6:24 PM	6:29 PM	6:33 PM	6:40 PM
Peak	Boat 3	23.0	22.0	6:15 PM	6:23 PM	6:27 PM	6:32 PM	6:38 PM	6:38 PM	6:44 PM	6:49 PM	6:53 PM	7:00 PM
Peak	Boat 1	23.0	22.0	6:35 PM	6:43 PM	6:47 PM	6:52 PM	6:58 PM	6:58 PM	7:04 PM	7:09 PM	7:13 PM	7:20 PM
Off-Peak	Boat 1	23.0	22.0	7:20 PM	7:28 PM	7:32 PM	7:37 PM	7:43 PM	7:43 PM	7:49 PM	7:54 PM	7:58 PM	8:05 PM
Off-Peak	Boat 1	23.0	22.0	8:05 PM	8:13 PM	8:17 PM	8:22 PM	8:28 PM	8:28 PM	8:34 PM	8:39 PM	8:43 PM	8:50 PM
Off-Peak	Boat 1	23.0	22.0	8:50 PM	8:58 PM	9:02 PM	9:07 PM	9:13 PM	9:13 PM	9:19 PM	9:24 PM	9:28 PM	9:35 PM
Off-Peak	Boat 1	23.0	22.0	9:35 PM	9:43 PM	9:47 PM	9:52 PM	9:58 PM	9:58 PM	10:04 PM	10:09 PM	10:13 PM	10:20 PM





	Weekends Lower East Side to Wall Street/Pie								ier 11 Wall Street/Pier 11 to Lower East Side					
	Week	ends	Lower	East Sid	le to Wal	I Street/	Pier 11	Wall S	treet/Pie	r 11 to L	ower Eas	st Side		
	Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Long Island City / North	East 34th Street	Stuyvesant Cove / 23rd St	Grand Street	Wall Street/Pier 11	Wall Street/Pier 11	Grand Street	Stuyvesant Cove / 23rd St	East 34th Street	Long Island City / North		
	ter minut ween sto			8.0	4.0	5.0	6.0	0.0	6.0	5.0	4.0	7.0		
				Should	ers (Mar	ch, Sept	ember-O	ctober)						
Boat 1	23.0	22.0	6:30 AM	6:38 AM	6:42 AM	6:47 AM	6:53 AM	6:53 AM	6:59 AM	7:04 AM	7:08 AM	7:15 AM		
Boat 1	23.0	22.0	7:30 AM	7:38 AM	7:42 AM	7:47 AM	7:53 AM	7:53 AM	7:59 AM	8:04 AM	8:08 AM	8:15 AM		
Boat 1	23.0	22.0	8:30 AM	8:38 AM	8:42 AM	8:47 AM	8:53 AM	8:53 AM	8:59 AM	9:04 AM	9:08 AM	9:15 AM		
Boat 1	23.0	22.0	9:30 AM	9:38 AM	9:42 AM	9:47 AM	9:53 AM	9:53 AM	9:59 AM	10:04 AM	10:08 AM	10:15 AM		
Boat 1	23.0	22.0	10:30 AM	10:38 AM	10:42 AM	10:47 AM	10:53 AM	10:53 AM	10:59 AM	11:04 AM	11:08 AM	11:15 AM		
Boat 1	23.0	22.0	11:30 AM	11:38 AM	11:42 AM	11:47 AM	11:53 AM	11:53 AM	11:59 AM	12:04 PM	12:08 PM	12:15 PM		
Boat 1	23.0	22.0	12:30 PM	12:38 PM	12:42 PM	12:47 PM	12:53 PM	12:53 PM	12:59 PM	1:04 PM	1:08 PM	1:15 PM		
Boat 1	23.0	22.0	1:30 PM	1:38 PM	1:42 PM	1:47 PM	1:53 PM	1:53 PM	1:59 PM	2:04 PM	2:08 PM	2:15 PM		
Boat 1	23.0	22.0	2:30 PM	2:38 PM	2:42 PM	2:47 PM	2:53 PM	2:53 PM	2:59 PM	3:04 PM	3:08 PM	3:15 PM		
Boat 1	23.0	22.0	3:30 PM	3:38 PM	3:42 PM	3:47 PM	3:53 PM	3:53 PM	3:59 PM	4:04 PM	4:08 PM	4:15 PM		
Boat 1	23.0	22.0	4:30 PM	4:38 PM	4:42 PM	4:47 PM	4:53 PM	4:53 PM	4:59 PM	5:04 PM	5:08 PM	5:15 PM		
Boat 1	23.0	22.0	5:30 PM	5:38 PM	5:42 PM	5:47 PM	5:53 PM	5:53 PM	5:59 PM	6:04 PM	6:08 PM	6:15 PM		
Boat 1	23.0	22.0	6:30 PM	6:38 PM	6:42 PM	6:47 PM	6:53 PM	6:53 PM	6:59 PM	7:04 PM	7:08 PM	7:15 PM		
Boat 1	23.0	22.0	7:30 PM	7:38 PM	7:42 PM	7:47 PM	7:53 PM	7:53 PM	7:59 PM	8:04 PM	8:08 PM	8:15 PM		
Boat 1	23.0	22.0	8:30 PM	8:38 PM	8:42 PM	8:47 PM	8:53 PM	8:53 PM	8:59 PM	9:04 PM	9:08 PM	9:15 PM		
Boat 1	23.0	22.0	9:30 PM	9:38 PM	9:42 PM	9:47 PM	9:53 PM	9:53 PM	9:59 PM	10:04 PM	10:08 PM	10:15 PM		





		Week	days	Lower	East Sid	e to Wal	I Street/I	Pier 11	Wall S	treet/Pie	r 11 to L	ower Eas	st Side
		Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Long Island City / North	East 34th Street	Stuyvesant Cove / 23rd St	Grand Street	Wall Street/Pier 11	Wall Street/Pier 11	Grand Street	Stuyvesant Cove / 23rd St	East 34th Street	Long Island City / North
		ter minut ween sto			8.0	4.0	5.0	6.0	0.0	6.0	5.0	4.0	7.0
						Summe	r (April-	August)					
Off-Peak	Boat 1	23.0	22.0	6:30 AM	6:38 AM	6:42 AM	6:47 AM	6:53 AM	6:53 AM	6:59 AM	7:04 AM	7:08 AM	7:15 AM
Peak	Boat 2	23.0	22.0	7:15 AM	7:23 AM	7:27 AM	7:32 AM	7:38 AM	7:38 AM	7:44 AM	7:49 AM	7:53 AM	8:00 AM
Peak	Boat 1	23.0	22.0	7:35 AM	7:43 AM	7:47 AM	7:52 AM	7:58 AM	7:58 AM	8:04 AM	8:09 AM	8:13 AM	8:20 AM
Peak	Boat 3	23.0	22.0	7:55 AM	8:03 AM	8:07 AM	8:12 AM	8:18 AM	8:18 AM	8:24 AM	8:29 AM	8:33 AM	8:40 AM
Peak	Boat 2	23.0	22.0	8:15 AM	8:23 AM	8:27 AM	8:32 AM	8:38 AM	8:38 AM	8:44 AM	8:49 AM	8:53 AM	9:00 AM
Peak	Boat 1	23.0	22.0	8:35 AM	8:43 AM	8:47 AM	8:52 AM	8:58 AM	8:58 AM	9:04 AM	9:09 AM	9:13 AM	9:20 AM
Peak	Boat 3	23.0	22.0	8:55 AM	9:03 AM	9:07 AM	9:12 AM	9:18 AM	9:18 AM	9:24 AM	9:29 AM	9:33 AM	9:40 AM
Peak	Boat 2	23.0	22.0	9:15 AM	9:23 AM	9:27 AM	9:32 AM	9:38 AM	9:38 AM	9:44 AM	9:49 AM	9:53 AM	10:00 AM
Peak	Boat 1	23.0	22.0	9:35 AM	9:43 AM	9:47 AM	9:52 AM	9:58 AM	9:58 AM	10:04 AM	10:09 AM	10:13 AM	10:20 AM
Off-Peak	Boat 1	23.0	22.0	10:20 AM	10:28 AM	10:32 AM	10:37 AM	10:43 AM	10:43 AM	10:49 AM	10:54 AM	10:58 AM	11:05 AM
Off-Peak	Boat 1	23.0	22.0	11:05 AM	11:13 AM	11:17 AM	11:22 AM	11:28 AM	11:28 AM	11:34 AM	11:39 AM	11:43 AM	11:50 AM
Off-Peak	Boat 1	23.0	22.0	11:50 AM	11:58 AM	12:02 PM	12:07 PM	12:13 PM	12:13 PM	12:19 PM	12:24 PM	12:28 PM	12:35 PM
Off-Peak	Boat 1	23.0	22.0	12:35 PM	12:43 PM	12:47 PM	12:52 PM	12:58 PM	12:58 PM	1:04 PM	1:09 PM	1:13 PM	1:20 PM
Off-Peak	Boat 1	23.0	22.0	1:20 PM	1:28 PM	1:32 PM	1:37 PM	1:43 PM	1:43 PM	1:49 PM	1:54 PM	1:58 PM	2:05 PM
Off-Peak	Boat 1	23.0	22.0	2:05 PM	2:13 PM	2:17 PM	2:22 PM	2:28 PM	2:28 PM	2:34 PM	2:39 PM	2:43 PM	2:50 PM
Off-Peak	Boat 1	23.0	22.0	2:50 PM	2:58 PM	3:02 PM	3:07 PM	3:13 PM	3:13 PM	3:19 PM	3:24 PM	3:28 PM	3:35 PM
Off-Peak	Boat 1	23.0	22.0	3:35 PM	3:43 PM	3:47 PM	3:52 PM	3:58 PM	3:58 PM	4:04 PM	4:09 PM	4:13 PM	4:20 PM
Peak	Boat 2	23.0	22.0	3:55 PM	4:03 PM	4:07 PM	4:12 PM	4:18 PM	4:18 PM	4:24 PM	4:29 PM	4:33 PM	4:40 PM
Peak	Boat 3	23.0	22.0	4:15 PM	4:23 PM	4:27 PM	4:32 PM	4:38 PM	4:38 PM	4:44 PM	4:49 PM	4:53 PM	5:00 PM
Peak	Boat 1	23.0	22.0	4:35 PM	4:43 PM	4:47 PM	4:52 PM	4:58 PM	4:58 PM	5:04 PM	5:09 PM	5:13 PM	5:20 PM
Peak	Boat 2	23.0	22.0	4:55 PM	5:03 PM	5:07 PM	5:12 PM	5:18 PM	5:18 PM	5:24 PM	5:29 PM	5:33 PM	5:40 PM
Peak	Boat 3	23.0	22.0	5:15 PM	5:23 PM	5:27 PM	5:32 PM	5:38 PM	5:38 PM	5:44 PM	5:49 PM	5:53 PM	6:00 PM
Peak	Boat 1	23.0	22.0	5:35 PM	5:43 PM	5:47 PM	5:52 PM	5:58 PM	5:58 PM	6:04 PM	6:09 PM	6:13 PM	6:20 PM
Peak	Boat 2	23.0	22.0	5:55 PM	6:03 PM	6:07 PM	6:12 PM	6:18 PM	6:18 PM	6:24 PM	6:29 PM	6:33 PM	6:40 PM
Peak	Boat 3	23.0	22.0	6:15 PM	6:23 PM	6:27 PM	6:32 PM	6:38 PM	6:38 PM	6:44 PM	6:49 PM	6:53 PM	7:00 PM
Peak	Boat 1	23.0	22.0	6:35 PM	6:43 PM	6:47 PM	6:52 PM	6:58 PM	6:58 PM	7:04 PM	7:09 PM	7:13 PM	7:20 PM
Off-Peak	Boat 1	23.0	22.0	7:20 PM	7:28 PM	7:32 PM	7:37 PM	7:43 PM	7:43 PM	7:49 PM	7:54 PM	7:58 PM	8:05 PM
Off-Peak	Boat 1	23.0	22.0	8:05 PM	8:13 PM	8:17 PM	8:22 PM	8:28 PM	8:28 PM	8:34 PM	8:39 PM	8:43 PM	8:50 PM
Off-Peak	Boat 1	23.0	22.0	8:50 PM	8:58 PM	9:02 PM	9:07 PM	9:13 PM	9:13 PM	9:19 PM	9:24 PM	9:28 PM	9:35 PM
Off-Peak	Boat 1	23.0	22.0	9:35 PM	9:43 PM	9:47 PM	9:52 PM	9:58 PM	9:58 PM	10:04 PM	10:09 PM	10:13 PM	10:20 PM





							ier 11 Wall Street/Pier 11 to Lower East Side					
	Week	cends	Lower	East Sid	e to Wal	I Street/	Pier 11	Wall S	treet/Pie	r 11 to L	ower Eas	st Side
	Minutes from S. Brooklyn to WS/P11	Minutes from WS/ P11 to S. Brooklyn	Long Island City / North	East 34th Street	Stuyvesant Cove / 23rd St	Grand Street	Wall Street/Pier 11	Wall Street/Pier 11	Grand Street	Stuyvesant Cove / 23rd St	East 34th Street	Long Island City / North
	ter minut ween sto			8.0	4.0	5.0	6.0	0.0	6.0	5.0	4.0	7.0
					Summe	er (April-	August)					
Boat 1	23.0	22.0	6:30 AM	6:38 AM	6:42 AM	6:47 AM	6:53 AM	6:53 AM	6:59 AM	7:04 AM	7:08 AM	7:15 AM
Boat 1	23.0	22.0	7:15 AM	7:23 AM	7:27 AM	7:32 AM	7:38 AM	7:38 AM	7:44 AM	7:49 AM	7:53 AM	8:00 AM
Boat 1	23.0	22.0	8:00 AM	8:08 AM	8:12 AM	8:17 AM	8:23 AM	8:23 AM	8:29 AM	8:34 AM	8:38 AM	8:45 AM
Boat 1	23.0	22.0	8:45 AM	8:53 AM	8:57 AM	9:02 AM	9:08 AM	9:08 AM	9:14 AM	9:19 AM	9:23 AM	9:30 AM
Boat 1	23.0	22.0	9:30 AM	9:38 AM	9:42 AM	9:47 AM	9:53 AM	9:53 AM	9:59 AM	10:04 AM	10:08 AM	10:15 AM
Boat 1	23.0	22.0	10:15 AM	10:23 AM	10:27 AM	10:32 AM	10:38 AM	10:38 AM	10:44 AM	10:49 AM	10:53 AM	11:00 AM
Boat 1	23.0	22.0	11:00 AM	11:08 AM	11:12 AM	11:17 AM	11:23 AM	11:23 AM	11:29 AM	11:34 AM	11:38 AM	11:45 AM
Boat 1	23.0	22.0	11:45 AM	11:53 AM	11:57 AM	12:02 PM	12:08 PM	12:08 PM	12:14 PM	12:19 PM	12:23 PM	12:30 PM
Boat 1	23.0	22.0	12:30 PM	12:38 PM	12:42 PM	12:47 PM	12:53 PM	12:53 PM	12:59 PM	1:04 PM	1:08 PM	1:15 PM
Boat 1	23.0	22.0	1:15 PM	1:23 PM	1:27 PM	1:32 PM	1:38 PM	1:38 PM	1:44 PM	1:49 PM	1:53 PM	2:00 PM
Boat 1	23.0	22.0	2:00 PM	2:08 PM	2:12 PM	2:17 PM	2:23 PM	2:23 PM	2:29 PM	2:34 PM	2:38 PM	2:45 PM
Boat 1	23.0	22.0	2:45 PM	2:53 PM	2:57 PM	3:02 PM	3:08 PM	3:08 PM	3:14 PM	3:19 PM	3:23 PM	3:30 PM
Boat 1	23.0	22.0	3:30 PM	3:38 PM	3:42 PM	3:47 PM	3:53 PM	3:53 PM	3:59 PM	4:04 PM	4:08 PM	4:15 PM
Boat 1	23.0	22.0	4:15 PM	4:23 PM	4:27 PM	4:32 PM	4:38 PM	4:38 PM	4:44 PM	4:49 PM	4:53 PM	5:00 PM
Boat 1	23.0	22.0	5:00 PM	5:08 PM	5:12 PM	5:17 PM	5:23 PM	5:23 PM	5:29 PM	5:34 PM	5:38 PM	5:45 PM
Boat 1	23.0	22.0	5:45 PM	5:53 PM	5:57 PM	6:02 PM	6:08 PM	6:08 PM	6:14 PM	6:19 PM	6:23 PM	6:30 PM
Boat 1	23.0	22.0	6:30 PM	6:38 PM	6:42 PM	6:47 PM	6:53 PM	6:53 PM	6:59 PM	7:04 PM	7:08 PM	7:15 PM
Boat 1	23.0	22.0	7:15 PM	7:23 PM	7:27 PM	7:32 PM	7:38 PM	7:38 PM	7:44 PM	7:49 PM	7:53 PM	8:00 PM
Boat 1	23.0	22.0	8:00 PM	8:08 PM	8:12 PM	8:17 PM	8:23 PM	8:23 PM	8:29 PM	8:34 PM	8:38 PM	8:45 PM
Boat 1	23.0	22.0	8:45 PM	8:53 PM	8:57 PM	9:02 PM	9:08 PM	9:08 PM	9:14 PM	9:19 PM	9:23 PM	9:30 PM
Boat 1	23.0	22.0	9:30 PM	9:38 PM	9:42 PM	9:47 PM	9:53 PM	9:53 PM	9:59 PM	10:04 PM	10:08 PM	10:15 PM





Soundview Route

		Week	days	Sound	view to W	all Street	/Pier 11	Wall St	reet/Pier	11 to Soul	ndview
		Minutes from Soundview to WS/P11	Minutes from WS/P11 to Soundview	Soundview	East 90th Street	East 62nd Street	Wall Street/Pier 11	Wall Street/Pier 11	East 90th Street	East 62nd Street	Soundview
		nter minut etween sto			15.0	8.0	12.0	0.0	12.0	8.0	15.0
			, 601	\	Winter (N	ovember -	- Februar	v)			
Off-Peak	Boat 1	35.0	35.0	6:30 AM	6:45 AM	6:53 AM	7:05 AM	7:05 AM	7:17 AM	7:25 AM	7:40 AM
Peak	Boat 2	35.0	35.0	7:00 AM	7:15 AM	7:23 AM	7:35 AM	7:35 AM	7:47 AM	7:55 AM	8:10 AM
Peak	Boat 3	35.0	35.0	7:30 AM	7:45 AM	7:53 AM	8:05 AM	8:05 AM	8:17 AM	8:25 AM	8:40 AM
Peak	Boat 1	35.0	35.0	8:00 AM	8:15 AM	8:23 AM	8:35 AM	8:35 AM	8:47 AM	8:55 AM	9:10 AM
Peak	Boat 2	35.0	35.0	8:30 AM	8:45 AM	8:53 AM	9:05 AM	9:05 AM	9:17 AM	9:25 AM	9:40 AM
Peak	Boat 3	35.0	35.0	9:00 AM	9:15 AM	9:23 AM	9:35 AM	9:35 AM	9:47 AM	9:55 AM	10:10 AM
Peak	Boat 1	35.0	35.0	9:30 AM	9:45 AM	9:53 AM	10:05 AM	10:05 AM	10:17 AM	10:25 AM	10:40 AM
Off-Peak	Boat 2	35.0	35.0	10:30 AM	10:45 AM	10:53 AM	11:05 AM	11:05 AM	11:17 AM	11:25 AM	11:40 AM
Off-Peak	Boat 1	35.0	35.0	11:30 AM	11:45 AM	11:53 AM	12:05 PM	12:05 PM	12:17 PM	12:25 PM	12:40 PM
Off-Peak	Boat 2	35.0	35.0	12:30 PM	12:45 PM	12:53 PM	1:05 PM	1:05 PM	1:17 PM	1:25 PM	1:40 PM
Off-Peak	Boat 1	35.0	35.0	1:30 PM	1:45 PM	1:53 PM	2:05 PM	2:05 PM	2:17 PM	2:25 PM	2:40 PM
Off-Peak	Boat 2	35.0	35.0	2:30 PM	2:45 PM	2:53 PM	3:05 PM	3:05 PM	3:17 PM	3:25 PM	3:40 PM
Off-Peak	Boat 1	35.0	35.0	3:30 PM	3:45 PM	3:53 PM	4:05 PM	4:05 PM	4:17 PM	4:25 PM	4:40 PM
Peak	Boat 2	35.0	35.0	4:00 PM	4:15 PM	4:23 PM	4:35 PM	4:35 PM	4:47 PM	4:55 PM	5:10 PM
Peak	Boat 1	35.0	35.0	4:30 PM	4:45 PM	4:53 PM	5:05 PM	5:05 PM	5:17 PM	5:25 PM	5:40 PM
Off-Peak	Boat 2	35.0	35.0	5:30 PM	5:45 PM	5:53 PM	6:05 PM	6:05 PM	6:17 PM	6:25 PM	6:40 PM
Off-Peak	Boat 3	35.0	35.0	6:30 PM	6:45 PM	6:53 PM	7:05 PM	7:05 PM	7:17 PM	7:25 PM	7:40 PM
Off-Peak	Boat 1	35.0	35.0	7:30 PM	7:45 PM	7:53 PM	8:05 PM	8:05 PM	8:17 PM	8:25 PM	8:40 PM
Off-Peak	Boat 2	35.0	35.0	8:30 PM	8:45 PM	8:53 PM	9:05 PM	9:05 PM	9:17 PM	9:25 PM	9:40 PM
Off-Peak	Boat 1	35.0	35.0	9:00 PM	9:15 PM	9:23 PM	9:35 PM	9:35 PM	9:47 PM	9:55 PM	10:10 PM





	Weekends		Sound	view to W	/all Street/Pier 11		Wall Street/Pie		11 to Sou	ndview
	Minutes from Soundview to WS/P11	Minutes from WS/P11 to Soundview	Soundview	East 90th Street	East 62nd Street	Wall Street/Pier 11	Wall Street/Pier 11	East 90th Street	East 62nd Street	Soundview
	nter minut tween sto			15.0	8.0	12.0	0.0	12.0	8.0	15.0
			\	Winter (N	ovember	- Februar	y)			
Boat 1	35.0	35.0	6:30 AM	6:45 AM	6:53 AM	7:05 AM	7:05 AM	7:17 AM	7:25 AM	7:40 AM
Boat 1	35.0	35.0	8:00 AM	8:15 AM	8:23 AM	8:35 AM	8:35 AM	8:47 AM	8:55 AM	9:10 AM
Boat 1	35.0	35.0	9:30 AM	9:45 AM	9:53 AM	10:05 AM	10:05 AM	10:17 AM	10:25 AM	10:40 AM
Boat 1	35.0	35.0	11:00 AM	11:15 AM	11:23 AM	11:35 AM	11:35 AM	11:47 AM	11:55 AM	12:10 PM
Boat 1	35.0	35.0	12:30 PM	12:45 PM	12:53 PM	1:05 PM	1:05 PM	1:17 PM	1:25 PM	1:40 PM
Boat 1	35.0	35.0	2:00 PM	2:15 PM	2:23 PM	2:35 PM	2:35 PM	2:47 PM	2:55 PM	3:10 PM
Boat 1	35.0	35.0	3:30 PM	3:45 PM	3:53 PM	4:05 PM	4:05 PM	4:17 PM	4:25 PM	4:40 PM
Boat 1	35.0	35.0	5:00 PM	5:15 PM	5:23 PM	5:35 PM	5:35 PM	5:47 PM	5:55 PM	6:10 PM
Boat 1	35.0	35.0	6:30 PM	6:45 PM	6:53 PM	7:05 PM	7:05 PM	7:17 PM	7:25 PM	7:40 PM
Boat 1	35.0	35.0	8:00 PM	8:15 PM	8:23 PM	8:35 PM	8:35 PM	8:47 PM	8:55 PM	9:10 PM
Boat 1	35.0	35.0	9:10 PM	9:25 PM	9:33 PM	9:45 PM	9:45 PM	9:57 PM	10:05 PM	10:20 PM





		Week	kdays	Sound	view to W	all Street	Pier 11	Wall St	reet/Pier	11 to Sou	ndview
		Minutes from Soundview to WS/P11	Minutes from WS/P11 to Soundview	Soundview	East 90th Street	East 62nd Street	Wall Street/Pier 11	Wall Street/Pier 11	East 90th Street	East 62nd Street	Soundview
		nter minut etween sto			15.0	8.0	12.0	0.0	12.0	8.0	15.0
				Shou	lders (Ma	rch, Septe	ember-Oc	tober)			
Off-Peak	Boat 1	35.0	35.0	6:30 AM	6:45 AM	6:53 AM	7:05 AM	7:05 AM	7:17 AM	7:25 AM	7:40 AM
Peak	Boat 2	35.0	35.0	7:00 AM	7:15 AM	7:23 AM	7:35 AM	7:35 AM	7:47 AM	7:55 AM	8:10 AM
Peak	Boat 3	35.0	35.0	7:30 AM	7:45 AM	7:53 AM	8:05 AM	8:05 AM	8:17 AM	8:25 AM	8:40 AM
Peak	Boat 1	35.0	35.0	8:00 AM	8:15 AM	8:23 AM	8:35 AM	8:35 AM	8:47 AM	8:55 AM	9:10 AM
Peak	Boat 2	35.0	35.0	8:30 AM	8:45 AM	8:53 AM	9:05 AM	9:05 AM	9:17 AM	9:25 AM	9:40 AM
Peak	Boat 3	35.0	35.0	9:00 AM	9:15 AM	9:23 AM	9:35 AM	9:35 AM	9:47 AM	9:55 AM	10:10 AM
Peak	Boat 1	35.0	35.0	9:30 AM	9:45 AM	9:53 AM	10:05 AM	10:05 AM	10:17 AM	10:25 AM	10:40 AM
Off-Peak	Boat 2	35.0	35.0	10:30 AM	10:45 AM	10:53 AM	11:05 AM	11:05 AM	11:17 AM	11:25 AM	11:40 AM
Off-Peak	Boat 1	35.0	35.0	11:30 AM	11:45 AM	11:53 AM	12:05 PM	12:05 PM	12:17 PM	12:25 PM	12:40 PM
Off-Peak	Boat 2	35.0	35.0	12:30 PM	12:45 PM	12:53 PM	1:05 PM	1:05 PM	1:17 PM	1:25 PM	1:40 PM
Off-Peak	Boat 1	35.0	35.0	1:30 PM	1:45 PM	1:53 PM	2:05 PM	2:05 PM	2:17 PM	2:25 PM	2:40 PM
Off-Peak	Boat 2	35.0	35.0	2:30 PM	2:45 PM	2:53 PM	3:05 PM	3:05 PM	3:17 PM	3:25 PM	3:40 PM
Off-Peak	Boat 1	35.0	35.0	3:30 PM	3:45 PM	3:53 PM	4:05 PM	4:05 PM	4:17 PM	4:25 PM	4:40 PM
Off-Peak	Boat 2	35.0	35.0	4:30 PM	4:45 PM	4:53 PM	5:05 PM	5:05 PM	5:17 PM	5:25 PM	5:40 PM
Off-Peak	Boat 1	35.0	35.0	5:30 PM	5:45 PM	5:53 PM	6:05 PM	6:05 PM	6:17 PM	6:25 PM	6:40 PM
Peak	Boat 2	35.0	35.0	6:00 PM	6:15 PM	6:23 PM	6:35 PM	6:35 PM	6:47 PM	6:55 PM	7:10 PM
Peak	Boat 3	35.0	35.0	6:30 PM	6:45 PM	6:53 PM	7:05 PM	7:05 PM	7:17 PM	7:25 PM	7:40 PM
Peak	Boat 1	35.0	35.0	7:00 PM	7:15 PM	7:23 PM	7:35 PM	7:35 PM	7:47 PM	7:55 PM	8:10 PM
Peak	Boat 2	35.0	35.0	7:30 PM	7:45 PM	7:53 PM	8:05 PM	8:05 PM	8:17 PM	8:25 PM	8:40 PM
Peak	Boat 3	35.0	35.0	8:00 PM	8:15 PM	8:23 PM	8:35 PM	8:35 PM	8:47 PM	8:55 PM	9:10 PM
Peak	Boat 1	35.0	35.0	8:30 PM	8:45 PM	8:53 PM	9:05 PM	9:05 PM	9:17 PM	9:25 PM	9:40 PM
Off-Peak	Boat 2	35.0	35.0	9:30 PM	9:45 PM	9:53 PM	10:05 PM	10:05 PM	10:17 PM	10:25 PM	10:40 PM
Off-Peak	Boat 1	35.0	35.0	10:30 PM	10:45 PM	10:53 PM	11:05 PM	11:05 PM	11:17 PM	11:25 PM	11:40 PM
Off-Peak	Boat 2	35.0	35.0	11:30 PM	11:45 PM	11:53 PM	12:05 AM	9:30 PM	9:42 PM	9:50 PM	10:05 PM





	Week	ends	Sound	view to W	all Street	/Pier 11	Wall St	reet/Pier	11 to Sou	ndview
	Minutes from Soundview to WS/P11	Minutes from WS/P11 to Soundview	Soundview	East 90th Street	East 62nd Street	Wall Street/Pier 11	Wall Street/Pier 11	East 90th Street	East 62nd Street	Soundview
	nter minut tween sto			15.0	8.0	12.0	0.0	12.0	8.0	15.0
			Shou	lders (Ma	rch, Sept	ember-Oc	tober)			
Boat 1	35.0	35.0	6:30 AM	6:45 AM	6:53 AM	7:05 AM	7:05 AM	7:17 AM	7:25 AM	7:40 AM
Boat 2	35.0	35.0	7:30 AM	7:45 AM	7:53 AM	8:05 AM	8:05 AM	8:17 AM	8:25 AM	8:40 AM
Boat 1	35.0	35.0	8:30 AM	8:45 AM	8:53 AM	9:05 AM	9:05 AM	9:17 AM	9:25 AM	9:40 AM
Boat 2	35.0	35.0	9:30 AM	9:45 AM	9:53 AM	10:05 AM	10:05 AM	10:17 AM	10:25 AM	10:40 AM
Boat 1	35.0	35.0	10:30 AM	10:45 AM	10:53 AM	11:05 AM	11:05 AM	11:17 AM	11:25 AM	11:40 AM
Boat 2	35.0	35.0	11:30 AM	11:45 AM	11:53 AM	12:05 PM	12:05 PM	12:17 PM	12:25 PM	12:40 PM
Boat 1	35.0	35.0	12:30 PM	12:45 PM	12:53 PM	1:05 PM	1:05 PM	1:17 PM	1:25 PM	1:40 PM
Boat 2	35.0	35.0	1:30 PM	1:45 PM	1:53 PM	2:05 PM	2:05 PM	2:17 PM	2:25 PM	2:40 PM
Boat 1	35.0	35.0	2:30 PM	2:45 PM	2:53 PM	3:05 PM	3:05 PM	3:17 PM	3:25 PM	3:40 PM
Boat 2	35.0	35.0	3:30 PM	3:45 PM	3:53 PM	4:05 PM	4:05 PM	4:17 PM	4:25 PM	4:40 PM
Boat 1	35.0	35.0	4:30 PM	4:45 PM	4:53 PM	5:05 PM	5:05 PM	5:17 PM	5:25 PM	5:40 PM
Boat 2	35.0	35.0	5:30 PM	5:45 PM	5:53 PM	6:05 PM	6:05 PM	6:17 PM	6:25 PM	6:40 PM
Boat 1	35.0	35.0	6:30 PM	6:45 PM	6:53 PM	7:05 PM	7:05 PM	7:17 PM	7:25 PM	7:40 PM
Boat 2	35.0	35.0	7:30 PM	7:45 PM	7:53 PM	8:05 PM	8:05 PM	8:17 PM	8:25 PM	8:40 PM
Boat 1	35.0	35.0	8:30 PM	8:45 PM	8:53 PM	9:05 PM	9:30 PM	9:42 PM	9:50 PM	10:05 PM





		Week	days	Sound	∕iew to W	all Street	Pier 11	Wall St	reet/Pier	11 to Sou	ndview
		Minutes from Soundview to WS/P11	Minutes from WS/P11 to Soundview	Soundview	East 90th Street	East 62nd Street	Wall Street/Pier 11	Wall Street/Pier 11	East 90th Street	East 62nd Street	Soundview
		nter minut tween sto			15.0	8.0	12.0	0.0	12.0	8.0	15.0
					Summ	er (April-	August)				
Off-Peak	Boat 1	35.0	35.0	6:30 AM	6:45 AM	6:53 AM	7:05 AM	7:05 AM	7:17 AM	7:25 AM	7:40 AM
Peak	Boat 2	35.0	35.0	7:00 AM	7:15 AM	7:23 AM	7:35 AM	7:35 AM	7:47 AM	7:55 AM	8:10 AM
Peak	Boat 3	35.0	35.0	7:30 AM	7:45 AM	7:53 AM	8:05 AM	8:05 AM	8:17 AM	8:25 AM	8:40 AM
Peak	Boat 1	35.0	35.0	8:00 AM	8:15 AM	8:23 AM	8:35 AM	8:35 AM	8:47 AM	8:55 AM	9:10 AM
Peak	Boat 2	35.0	35.0	8:30 AM	8:45 AM	8:53 AM	9:05 AM	9:05 AM	9:17 AM	9:25 AM	9:40 AM
Peak	Boat 3	35.0	35.0	9:00 AM	9:15 AM	9:23 AM	9:35 AM	9:35 AM	9:47 AM	9:55 AM	10:10 AM
Peak	Boat 1	35.0	35.0	9:30 AM	9:45 AM	9:53 AM	10:05 AM	10:05 AM	10:17 AM	10:25 AM	10:40 AM
Off-Peak	Boat 2	35.0	35.0	10:15 AM	10:30 AM	10:38 AM	10:50 AM	10:50 AM	11:02 AM	11:10 AM	11:25 AM
Off-Peak	Boat 1	35.0	35.0	11:00 AM	11:15 AM	11:23 AM	11:35 AM	11:35 AM	11:47 AM	11:55 AM	12:10 PM
Off-Peak	Boat 2	35.0	35.0	11:45 AM	12:00 PM	12:08 PM	12:20 PM	12:20 PM	12:32 PM	12:40 PM	12:55 PM
Off-Peak	Boat 1	35.0	35.0	12:30 PM	12:45 PM	12:53 PM	1:05 PM	1:05 PM	1:17 PM	1:25 PM	1:40 PM
Off-Peak	Boat 2	35.0	35.0	1:15 PM	1:30 PM	1:38 PM	1:50 PM	1:50 PM	2:02 PM	2:10 PM	2:25 PM
Off-Peak	Boat 1	35.0	35.0	2:00 PM	2:15 PM	2:23 PM	2:35 PM	2:35 PM	2:47 PM	2:55 PM	3:10 PM
Off-Peak	Boat 2	35.0	35.0	2:45 PM	3:00 PM	3:08 PM	3:20 PM	3:20 PM	3:32 PM	3:40 PM	3:55 PM
Off-Peak	Boat 1	35.0	35.0	3:30 PM	3:45 PM	3:53 PM	4:05 PM	4:05 PM	4:17 PM	4:25 PM	4:40 PM
Peak	Boat 2	35.0	35.0	4:00 PM	4:15 PM	4:23 PM	4:35 PM	4:35 PM	4:47 PM	4:55 PM	5:10 PM
Peak	Boat 3	35.0	35.0	4:30 PM	4:45 PM	4:53 PM	5:05 PM	5:05 PM	5:17 PM	5:25 PM	5:40 PM
Peak	Boat 1	35.0	35.0	5:00 PM	5:15 PM	5:23 PM	5:35 PM	5:35 PM	5:47 PM	5:55 PM	6:10 PM
Peak	Boat 2	35.0	35.0	5:30 PM	5:45 PM	5:53 PM	6:05 PM	6:05 PM	6:17 PM	6:25 PM	6:40 PM
Peak	Boat 3	35.0	35.0	6:00 PM	6:15 PM	6:23 PM	6:35 PM	6:35 PM	6:47 PM	6:55 PM	7:10 PM
Peak	Boat 1	35.0	35.0	6:30 PM	6:45 PM	6:53 PM	7:05 PM	7:05 PM	7:17 PM	7:25 PM	7:40 PM
Off-Peak	Boat 2	35.0	35.0	7:15 PM	7:30 PM	7:38 PM	7:50 PM	7:50 PM	8:02 PM	8:10 PM	8:25 PM
Off-Peak	Boat 1	35.0	35.0	8:00 PM	8:15 PM	8:23 PM	8:35 PM	8:35 PM	8:47 PM	8:55 PM	9:10 PM
Off-Peak	Boat 2	35.0	35.0	8:45 PM	9:00 PM	9:08 PM	9:20 PM	9:30 PM	9:42 PM	9:50 PM	10:05 PM





	Week	cends	Sound	view to W	all Street	/Pier 11	Wall St	reet/Pier	11 to Sou	ndview
	Minutes from Soundview to WS/P11	Minutes from WS/P11 to Soundview	Soundview	East 90th Street	East 62nd Street	Wall Street/Pier 11	Wall Street/Pier 11	East 90th Street	East 62nd Street	Soundview
	nter minut tween sto			15.0	8.0	12.0	0.0	12.0	8.0	15.0
				Summ	er (April-	August)				
Boat 1	35.0	35.0	6:30 AM	6:45 AM	6:53 AM	7:05 AM	7:05 AM	7:17 AM	7:25 AM	7:40 AM
Boat 2	35.0	35.0	7:15 AM	7:30 AM	7:38 AM	7:50 AM	7:50 AM	8:02 AM	8:10 AM	8:25 AM
Boat 1	35.0	35.0	8:00 AM	8:15 AM	8:23 AM	8:35 AM	8:35 AM	8:47 AM	8:55 AM	9:10 AM
Boat 2	35.0	35.0	8:45 AM	9:00 AM	9:08 AM	9:20 AM	9:20 AM	9:32 AM	9:40 AM	9:55 AM
Boat 1	35.0	35.0	9:30 AM	9:45 AM	9:53 AM	10:05 AM	10:05 AM	10:17 AM	10:25 AM	10:40 AM
Boat 2	35.0	35.0	10:15 AM	10:30 AM	10:38 AM	10:50 AM	10:50 AM	11:02 AM	11:10 AM	11:25 AM
Boat 1	35.0	35.0	11:00 AM	11:15 AM	11:23 AM	11:35 AM	11:35 AM	11:47 AM	11:55 AM	12:10 PM
Boat 2	35.0	35.0	11:45 AM	12:00 PM	12:08 PM	12:20 PM	12:20 PM	12:32 PM	12:40 PM	12:55 PM
Boat 1	35.0	35.0	12:30 PM	12:45 PM	12:53 PM	1:05 PM	1:05 PM	1:17 PM	1:25 PM	1:40 PM
Boat 2	35.0	35.0	1:15 PM	1:30 PM	1:38 PM	1:50 PM	1:50 PM	2:02 PM	2:10 PM	2:25 PM
Boat 1	35.0	35.0	2:00 PM	2:15 PM	2:23 PM	2:35 PM	2:35 PM	2:47 PM	2:55 PM	3:10 PM
Boat 2	35.0	35.0	2:45 PM	3:00 PM	3:08 PM	3:20 PM	3:20 PM	3:32 PM	3:40 PM	3:55 PM
Boat 1	35.0	35.0	3:30 PM	3:45 PM	3:53 PM	4:05 PM	4:05 PM	4:17 PM	4:25 PM	4:40 PM
Boat 2	35.0	35.0	4:15 PM	4:30 PM	4:38 PM	4:50 PM	4:50 PM	5:02 PM	5:10 PM	5:25 PM
Boat 1	35.0	35.0	5:00 PM	5:15 PM	5:23 PM	5:35 PM	5:35 PM	5:47 PM	5:55 PM	6:10 PM
Boat 2	35.0	35.0	5:45 PM	6:00 PM	6:08 PM	6:20 PM	6:20 PM	6:32 PM	6:40 PM	6:55 PM
Boat 1	35.0	35.0	6:30 PM	6:45 PM	6:53 PM	7:05 PM	7:05 PM	7:17 PM	7:25 PM	7:40 PM
Boat 2	35.0	35.0	7:15 PM	7:30 PM	7:38 PM	7:50 PM	7:50 PM	8:02 PM	8:10 PM	8:25 PM
Boat 1	35.0	35.0	8:00 PM	8:15 PM	8:23 PM	8:35 PM	8:35 PM	8:47 PM	8:55 PM	9:10 PM
Boat 2	35.0	35.0	8:45 PM	9:00 PM	9:08 PM	9:20 PM	9:20 PM	9:32 PM	9:40 PM	9:55 PM
Boat 1	35.0	35.0	8:45 PM	9:00 PM	9:08 PM	9:20 PM	9:20 PM	9:32 PM	9:40 PM	9:55 PM
Boat 2	35.0	35.0	8:45 PM	9:00 PM	9:08 PM	9:20 PM	9:30 PM	9:42 PM	9:50 PM	10:05 PM





East River Ferry Route

		Week	days	,	Alternat	e Route	e to Wa	II Street		Wall Street/Pier 11 to Alternate Route							
		Minutes from Alternate Route to WS/P11	Minutes from WS/P11 to Alternate Route	East 34th Street	Long Island City - South	GreenPoint	N Williamsburgh	S Willilamsburgh	Dumbo Pier 1	Wall Street/Pier 11	Wall Street/Pier 11	Dumbo Pier 1	S Willilamsburgh	N Williamsburgh	GreenPoint	Long Island City - South	East 34th Street
		er mini veen s			5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0
							W	inter (N	ovemb	er - Feb	ruary)						
Off-Peak	Boat 1	30.0	30.0	6:30 AM	6:35 AM	6:40 AM	6:45 AM	6:50 AM	6:55 AM	7:00 AM	7:00 AM	7:05 AM	7:10 AM	7:15 AM	7:20 AM	7:25 AM	7:30 AM
Peak	Boat 2	30.0	30.0	7:00 AM	7:05 AM	7:10 AM	7:15 AM	7:20 AM	7:25 AM	7:30 AM	7:30 AM	7:35 AM	7:40 AM	7:45 AM	7:50 AM	7:55 AM	8:00 AM
Peak	Boat 3	30.0	30.0	7:20 AM	7:25 AM	7:30 AM	7:35 AM	7:40 AM	7:45 AM	7:50 AM	7:50 AM	7:55 AM	8:00 AM	8:05 AM	8:10 AM	8:15 AM	8:20 AM
Peak	Boat 1	30.0	30.0	7:40 AM	7:45 AM	7:50 AM	7:55 AM	8:00 AM	8:05 AM	8:10 AM	8:10 AM	8:15 AM	8:20 AM	8:25 AM	8:30 AM	8:35 AM	8:40 AM
Peak	Boat 2	30.0	30.0	8:00 AM	8:05 AM	8:10 AM	8:15 AM	8:20 AM	8:25 AM	8:30 AM	8:30 AM	8:35 AM	8:40 AM	8:45 AM	8:50 AM	8:55 AM	9:00 AM
Peak	Boat 3	30.0	30.0	8:20 AM	8:25 AM	8:30 AM	8:35 AM	8:40 AM	8:45 AM	8:50 AM	8:50 AM	8:55 AM	9:00 AM	9:05 AM	9:10 AM	9:15 AM	9:20 AM
Peak	Boat 1	30.0	30.0	8:40 AM	8:45 AM	8:50 AM	8:55 AM	9:00 AM	9:05 AM	9:10 AM	9:10 AM	9:15 AM	9:20 AM	9:25 AM	9:30 AM	9:35 AM	9:40 AM
Peak	Boat 2	30.0	30.0	9:00 AM	9:05 AM	9:10 AM	9:15 AM	9:20 AM	9:25 AM	9:30 AM	9:30 AM	9:35 AM	9:40 AM	9:45 AM	9:50 AM	9:55 AM	10:00 AM
Peak	Boat 3	30.0	30.0	9:20 AM	9:25 AM	9:30 AM	9:35 AM	9:40 AM	9:45 AM	9:50 AM	9:50 AM	9:55 AM	10:00 AM	10:05 AM	10:10 AM	10:15 AM	10:20 AM
Off-Peak	Boat 1	30.0	30.0	10:20 AM	10:25 AM	10:30 AM	10:35 AM	10:40 AM	10:45 AM	10:50 AM	10:50 AM	10:55 AM	11:00 AM	11:05 AM	11:10 AM	11:15 AM	11:20 AM
Off-Peak	Boat 2	30.0	30.0	11:20 AM	11:25 AM	11:30 AM	11:35 AM	11:40 AM	11:45 AM	11:50 AM	11:50 AM	11:55 AM	12:00 PM	12:05 PM	12:10 PM	12:15 PM	12:20 PM
Off-Peak	Boat 1	30.0	30.0	12:20 PM	12:25 PM	12:30 PM	12:35 PM	12:40 PM	12:45 PM	12:50 PM	12:50 PM	12:55 PM	1:00 PM	1:05 PM	1:10 PM	1:15 PM	1:20 PM
Off-Peak	Boat 2	30.0	30.0	1:20 PM	1:25 PM	1:30 PM	1:35 PM	1:40 PM	1:45 PM	1:50 PM	1:50 PM	1:55 PM	2:00 PM	2:05 PM	2:10 PM	2:15 PM	2:20 PM
Off-Peak	Boat 1	30.0	30.0	2:20 PM	2:25 PM	2:30 PM	2:35 PM	2:40 PM	2:45 PM	2:50 PM	2:50 PM	2:55 PM	3:00 PM	3:05 PM	3:10 PM	3:15 PM	3:20 PM
Off-Peak	Boat 2	30.0	30.0	3:20 PM	3:25 PM	3:30 PM	3:35 PM	3:40 PM	3:45 PM	3:50 PM	3:50 PM	3:55 PM	4:00 PM	4:05 PM	4:10 PM	4:15 PM	4:20 PM
Peak	Boat 1	30.0	30.0	3:40 PM	3:45 PM	3:50 PM	3:55 PM	4:00 PM	4:05 PM	4:10 PM	4:10 PM	4:15 PM	4:20 PM	4:25 PM	4:30 PM	4:35 PM	4:40 PM
Peak	Boat 2	30.0	30.0	4:00 PM	4:05 PM	4:10 PM	4:15 PM	4:20 PM	4:25 PM	4:30 PM	4:30 PM	4:35 PM	4:40 PM	4:45 PM	4:50 PM	4:55 PM	5:00 PM
Peak	Boat 3	30.0	30.0	4:20 PM	4:25 PM	4:30 PM	4:35 PM	4:40 PM	4:45 PM	4:50 PM	4:50 PM	4:55 PM	5:00 PM	5:05 PM	5:10 PM	5:15 PM	5:20 PM
Peak	Boat 1	30.0	30.0	4:40 PM	4:45 PM	4:50 PM	4:55 PM	5:00 PM	5:05 PM	5:10 PM	5:10 PM	5:15 PM	5:20 PM	5:25 PM	5:30 PM	5:35 PM	5:40 PM
Peak	Boat 2	30.0	30.0	5:00 PM	5:05 PM	5:10 PM	5:15 PM	5:20 PM	5:25 PM	5:30 PM	5:30 PM	5:35 PM	5:40 PM	5:45 PM	5:50 PM	5:55 PM	6:00 PM
Peak	Boat 3	30.0	30.0	5:20 PM	5:25 PM	5:30 PM	5:35 PM	5:40 PM	5:45 PM	5:50 PM	5:50 PM	5:55 PM	6:00 PM	6:05 PM	6:10 PM	6:15 PM	6:20 PM
Peak	Boat 1	30.0	30.0	5:40 PM	5:45 PM	5:50 PM	5:55 PM	6:00 PM	6:05 PM	6:10 PM	6:10 PM	6:15 PM	6:20 PM	6:25 PM	6:30 PM	6:35 PM	6:40 PM
Off-Peak	Boat 2	30.0	30.0	6:40 PM	6:45 PM	6:50 PM	6:55 PM	7:00 PM	7:05 PM	7:10 PM	7:10 PM	7:15 PM	7:20 PM	7:25 PM	7:30 PM	7:35 PM	7:40 PM
Off-Peak	Boat 1	30.0	30.0	7:40 PM	7:45 PM	7:50 PM	7:55 PM	8:00 PM	8:05 PM	8:10 PM	8:10 PM	8:15 PM	8:20 PM	8:25 PM	8:30 PM	8:35 PM	8:40 PM
Off-Peak	Boat 2	30.0	30.0	8:40 PM	8:45 PM	8:50 PM	8:55 PM	9:00 PM	9:05 PM	9:10 PM	9:10 PM	9:15 PM	9:20 PM	9:25 PM	9:30 PM	9:35 PM	9:40 PM
Off-Peak	Boat 1	30.0	30.0	9:40 PM	9:45 PM	9:50 PM	9:55 PM	10:00 PM	10:05 PM	10:10 PM	10:10 PM	10:15 PM	10:20 PM	10:25 PM	10:30 PM	10:35 PM	10:40 PM





	Week	ends		Alterna	te Rout	e to Wa	II Street	/Pier 11			Wall St	reet/Pie	r 11 to <i>F</i>	Alternat	e Route	
	Minutes from Alternate Route to WS/P11	Minutes from WS/P11 to Alternate Route	East 34th Street	Long Island City - South	GreenPoint	N Williamsburgh	S Willilamsburgh	Dumbo Pier 1	Wall Street/Pier 11	Wall Street/Pier 11	Dumbo Pier 1	S Willilamsburgh	N Williamsburgh	GreenPoint	Long Island City - South	East 34th Street
	er min veen s			5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0
						V	/inter (N	lovemb	er - Feb	ruary)						
Boat 1	30.0	30.0	6:30 AM	6:35 AM	6:40 AM	6:45 AM	6:50 AM	6:55 AM	7:00 AM	7:00 AM	7:05 AM	7:10 AM	7:15 AM	7:20 AM	7:25 AM	7:30 AM
Boat 2	30.0	30.0	8:00 AM	8:05 AM	8:10 AM	8:15 AM	8:20 AM	8:25 AM	8:30 AM	8:30 AM	8:35 AM	8:40 AM	8:45 AM	8:50 AM	8:55 AM	9:00 AM
Boat 1	30.0	30.0	9:30 AM	9:35 AM	9:40 AM	9:45 AM	9:50 AM	9:55 AM	10:00 AM	10:00 AM	10:05 AM	10:10 AM	10:15 AM	10:20 AM	10:25 AM	10:30 AM
Boat 2	30.0	30.0	11:00 AM	11:05 AM	11:10 AM	11:15 AM	11:20 AM	11:25 AM	11:30 AM	11:30 AM	11:35 AM	11:40 AM	11:45 AM	11:50 AM	11:55 AM	12:00 PM
Boat 1	30.0	30.0	12:30 PM	12:35 PM	12:40 PM	12:45 PM	12:50 PM	12:55 PM	1:00 PM	1:00 PM	1:05 PM	1:10 PM	1:15 PM	1:20 PM	1:25 PM	1:30 PM
Boat 2	30.0	30.0	2:00 PM	2:05 PM	2:10 PM	2:15 PM	2:20 PM	2:25 PM	2:30 PM	2:30 PM	2:35 PM	2:40 PM	2:45 PM	2:50 PM	2:55 PM	3:00 PM
Boat 1	30.0	30.0	3:30 PM	3:35 PM	3:40 PM	3:45 PM	3:50 PM	3:55 PM	4:00 PM	4:00 PM	4:05 PM	4:10 PM	4:15 PM	4:20 PM	4:25 PM	4:30 PM
Boat 2	30.0	30.0	5:00 PM	5:05 PM	5:10 PM	5:15 PM	5:20 PM	5:25 PM	5:30 PM	5:30 PM	5:35 PM	5:40 PM	5:45 PM	5:50 PM	5:55 PM	6:00 PM
Boat 1	30.0	30.0	6:30 PM	6:35 PM	6:40 PM	6:45 PM	6:50 PM	6:55 PM	7:00 PM	7:00 PM	7:05 PM	7:10 PM	7:15 PM	7:20 PM	7:25 PM	7:30 PM
Boat 2	30.0	30.0	8:00 PM	8:05 PM	8:10 PM	8:15 PM	8:20 PM	8:25 PM	8:30 PM	8:30 PM	8:35 PM	8:40 PM	8:45 PM	8:50 PM	8:55 PM	9:00 PM
Boat 1	30.0	30.0	9:30 PM	9:35 PM	9:40 PM	9:45 PM	9:50 PM	9:55 PM	10:00 PM	10:00 PM	10:05 PM	10:10 PM	10:15 PM	10:20 PM	10:25 PM	10:30 PM

Satisfy Our Guests | Respect Our Planet





Part			Week	days	ļ ,	Alternat	e Route	to Wal	I Street	/Pier 11		,	Wall Str	eet/Pie	r 11 to <i>A</i>	Alternat	e Route	
Part			Minutes from Alternate Route to WS/P11	Minutes from WS/P11 to Alternate Route	34th	1	GreenPoint	N Williamsburgh		Pier	Wall Street/Pier 11	Street/Pier	Pier		N Williamsburgh	GreenPoint	1	East 34th Street
Chi-Peak Boart 300 300 630 Am 635 Am 640 Am 645 Am 650 Am 655 Am 700 Am 700 Am 705 Am 715 Am 725 Am 725 Am 730 Am 745 Am 725 Am 730 Am 745 Am 730 Am 745 Am						5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0
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Boat 2	30.0	30.0	11:30 AM	11:35 AM	11:40 AM	11:45 AM	11:50 AM	11:55 AM	12:00 PM	12:00 PM	12:05 PM	12:10 PM	12:15 PM	12:20 PM	12:25 PM	12:30 PM
Boat 1	30.0	30.0	12:30 PM	12:35 PM	12:40 PM	12:45 PM	12:50 PM	12:55 PM	1:00 PM	1:00 PM	1:05 PM	1:10 PM	1:15 PM	1:20 PM	1:25 PM	1:30 PM
Boat 2	30.0	30.0	1:30 PM	1:35 PM	1:40 PM	1:45 PM	1:50 PM	1:55 PM	2:00 PM	2:00 PM	2:05 PM	2:10 PM	2:15 PM	2:20 PM	2:25 PM	2:30 PM
Boat 1	30.0	30.0	2:30 PM	2:35 PM	2:40 PM	2:45 PM	2:50 PM	2:55 PM	3:00 PM	3:00 PM	3:05 PM	3:10 PM	3:15 PM	3:20 PM	3:25 PM	3:30 PM
Boat 2	30.0	30.0	3:30 PM	3:35 PM	3:40 PM	3:45 PM	3:50 PM	3:55 PM	4:00 PM	4:00 PM	4:05 PM	4:10 PM	4:15 PM	4:20 PM	4:25 PM	4:30 PM
Boat 1	30.0	30.0	4:30 PM	4:35 PM	4:40 PM	4:45 PM	4:50 PM	4:55 PM	5:00 PM	5:00 PM	5:05 PM	5:10 PM	5:15 PM	5:20 PM	5:25 PM	5:30 PM
Boat 2	30.0	30.0	5:30 PM	5:35 PM	5:40 PM	5:45 PM	5:50 PM	5:55 PM	6:00 PM	6:00 PM	6:05 PM	6:10 PM	6:15 PM	6:20 PM	6:25 PM	6:30 PM
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Boat 2	30.0	30.0	7:30 PM	7:35 PM	7:40 PM	7:45 PM	7:50 PM	7:55 PM	8:00 PM	8:00 PM	8:05 PM	8:10 PM	8:15 PM	8:20 PM	8:25 PM	8:30 PM
Boat 1	30.0	30.0	8:30 PM	8:35 PM	8:40 PM	8:45 PM	8:50 PM	8:55 PM	9:00 PM	9:00 PM	9:05 PM	9:10 PM	9:15 PM	9:20 PM	9:25 PM	9:30 PM
Boat 2	30.0	30.0	9:30 PM	9:35 PM	9:40 PM	9:45 PM	9:50 PM	9:55 PM	10:00 PM	10:00 PM	10:05 PM	10:10 PM	10:15 PM	10:20 PM	10:25 PM	10:30 PM

Satisfy Our Guests | Respect Our Planet





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		Minutes from Alternate Route to WS/P11	Minutes from WS/P11 to Alternate Route	East 34th Street	Long Island City - South	GreenPoint	N Williamsburgh	S Willilamsburgh	Dumbo Pier 1	Wall Street/Pier 11	Wall Street/Pier 11	Dumbo Pier 1	S Willilamsburgh	N Williamsburgh	GreenPoint	Long Island City - South	East 34th Street
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Off-Peak		30.0	30.0	6:30 AM	6:35 AM	6:40 AM	6:45 AM	6:50 AM	6:55 AM	7:00 AM	7:00 AM	7:05 AM	7:10 AM	7:15 AM	7:20 AM	7:25 AM	7:30 AM
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Peak	Boat 3	30.0	30.0	7:20 AM	7:25 AM	7:30 AM	7:35 AM	7:40 AM	7:45 AM	7:50 AM	7:50 AM	7:55 AM	8:00 AM	8:05 AM	8:10 AM	8:15 AM	8:20 AM
Peak	Boat 1	30.0	30.0	7:40 AM	7:45 AM	7:50 AM	7:55 AM	8:00 AM	8:05 AM	8:10 AM	8:10 AM	8:15 AM	8:20 AM	8:25 AM	8:30 AM	8:35 AM	8:40 AM
Peak -	Boat 2	30.0	30.0	8:00 AM	8:05 AM	8:10 AM	8:15 AM	8:20 AM	8:25 AM	8:30 AM	8:30 AM	8:35 AM	8:40 AM	8:45 AM	8:50 AM	8:55 AM	9:00 AM
Peak -	Boat 3	30.0	30.0	8:20 AM	8:25 AM	8:30 AM	8:35 AM	8:40 AM	8:45 AM	8:50 AM	8:50 AM	8:55 AM	9:00 AM	9:05 AM	9:10 AM	9:15 AM	9:20 AM
Peak -	Boat 1	30.0	30.0	8:40 AM	8:45 AM	8:50 AM	8:55 AM	9:00 AM	9:05 AM	9:10 AM	9:10 AM	9:15 AM	9:20 AM	9:25 AM	9:30 AM	9:35 AM	9:40 AM
Peak	Boat 2	30.0	30.0	9:00 AM	9:05 AM	9:10 AM	9:15 AM	9:20 AM	9:25 AM	9:30 AM	9:30 AM	9:35 AM	9:40 AM	9:45 AM	9:50 AM		10:00 AM
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Peak	Boat 2	30.0	30.0	4:10 PM	4:15 PM	4:20 PM	4:25 PM	4:30 PM	4:35 PM	4:40 PM	4:40 PM	4:45 PM	4:50 PM	4:55 PM	5:00 PM	5:05 PM	5:10 PM
Peak	Boat 3	30.0	30.0	4:30 PM	4:35 PM	4:40 PM	4:45 PM	4:50 PM	4:55 PM	5:00 PM	5:00 PM	5:05 PM	5:10 PM	5:15 PM	5:20 PM	5:25 PM	5:30 PM
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Peak	Boat 2	30.0	30.0	5:10 PM	5:15 PM	5:20 PM	5:25 PM	5:30 PM	5:35 PM	5:40 PM	5:40 PM	5:45 PM	5:50 PM	5:55 PM	6:00 PM	6:05 PM	6:10 PM
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Peak	Boat 1	30.0	30.0	5:50 PM	5:55 PM	6:00 PM	6:05 PM	6:10 PM	6:15 PM	6:20 PM	6:20 PM	6:25 PM	6:30 PM	6:35 PM	6:40 PM	6:45 PM	6:50 PM
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	veen s			5.0	5.0	5.0	5.0	5.0	5.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0
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Boat 1	30.0	30.0	6:30 AM	6:35 AM	6:40 AM	6:45 AM	6:50 AM	6:55 AM	7:00 AM	7:00 AM	7:05 AM	7:10 AM	7:15 AM	7:20 AM	7:25 AM	7:30 AM
Boat 2	30.0	30.0	7:15 AM	7:20 AM	7:25 AM	7:30 AM	7:35 AM	7:40 AM	7:45 AM	7:45 AM	7:50 AM	7:55 AM	8:00 AM	8:05 AM	8:10 AM	8:15 AM
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Boat 1	30.0	30.0	11:00 AM	11:05 AM	11:10 AM	11:15 AM	11:20 AM	11:25 AM	11:30 AM	11:30 AM	11:35 AM	11:40 AM	11:45 AM	11:50 AM	11:55 AM	12:00 PM
Boat 2	30.0	30.0	11:45 AM	11:50 AM	11:55 AM	12:00 PM	12:05 PM	12:10 PM	12:15 PM	12:15 PM	12:20 PM	12:25 PM	12:30 PM	12:35 PM	12:40 PM	12:45 PM
Boat 1	30.0	30.0	12:30 PM	12:35 PM	12:40 PM	12:45 PM	12:50 PM	12:55 PM	1:00 PM	1:00 PM	1:05 PM	1:10 PM	1:15 PM	1:20 PM	1:25 PM	1:30 PM
Boat 2	30.0	30.0	1:15 PM	1:20 PM	1:25 PM	1:30 PM	1:35 PM	1:40 PM	1:45 PM	1:45 PM	1:50 PM	1:55 PM	2:00 PM	2:05 PM	2:10 PM	2:15 PM
Boat 1	30.0	30.0	2:00 PM	2:05 PM	2:10 PM	2:15 PM	2:20 PM	2:25 PM	2:30 PM	2:30 PM	2:35 PM	2:40 PM	2:45 PM	2:50 PM	2:55 PM	3:00 PM
Boat 2	30.0	30.0	2:45 PM	2:50 PM	2:55 PM	3:00 PM	3:05 PM	3:10 PM	3:15 PM	3:15 PM	3:20 PM	3:25 PM	3:30 PM	3:35 PM	3:40 PM	3:45 PM
Boat 1	30.0	30.0	3:30 PM	3:35 PM	3:40 PM	3:45 PM	3:50 PM	3:55 PM	4:00 PM	4:00 PM	4:05 PM	4:10 PM	4:15 PM	4:20 PM	4:25 PM	4:30 PM
Boat 2	30.0	30.0	4:15 PM	4:20 PM	4:25 PM	4:30 PM	4:35 PM	4:40 PM	4:45 PM	4:45 PM	4:50 PM	4:55 PM	5:00 PM	5:05 PM	5:10 PM	5:15 PM
Boat 1	30.0	30.0	5:00 PM	5:05 PM	5:10 PM	5:15 PM	5:20 PM	5:25 PM	5:30 PM	5:30 PM	5:35 PM	5:40 PM	5:45 PM	5:50 PM	5:55 PM	6:00 PM
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Boat 2	30.0	30.0	7:15 PM	7:20 PM	7:25 PM	7:30 PM	7:35 PM	7:40 PM	7:45 PM	7:45 PM	7:50 PM	7:55 PM	8:00 PM	8:05 PM	8:10 PM	8:15 PM
Boat 1	30.0	30.0	8:00 PM	8:05 PM	8:10 PM	8:15 PM	8:20 PM	8:25 PM	8:30 PM	8:30 PM	8:35 PM	8:40 PM	8:45 PM	8:50 PM	8:55 PM	9:00 PM
Boat 2	30.0	30.0	8:45 PM	8:50 PM	8:55 PM	9:00 PM	9:05 PM	9:10 PM	9:15 PM	9:15 PM	9:20 PM	9:25 PM	9:30 PM	9:35 PM	9:40 PM	9:45 PM
Boat 1	30.0	30.0	9:30 PM	9:35 PM	9:40 PM	9:45 PM	9:50 PM	9:55 PM	10:00 PM	10:00 PM	10:05 PM	10:10 PM	10:15 PM	10:20 PM	10:25 PM	10:30 PM





Appendix H: Shuttle Bus

Academy Bus Company Overview

Academy Bus, the largest privately owned and operated transportation company in the US, has been serving the Northeast region for over 40 years. Academy Bus is best known industry-wide, for their customer service and well maintained, new equipment have set standards for ground transportation from Boston to Washington, DC.



Academy Bus currently operates charter and groups tour buses all over the East Coast from operations centers in New York, New Jersey, Connecticut, Pennsylvania, Rhode Island, Massachusetts, Virginia and Washington, DC. They operate commuter buses from New Jersey to Manhattan and Virginia to Washington, DC plus scheduled casino buses to Atlantic City and Connecticut. They can transport 20 or 20,000, utilizing 650 buses. From sightseeing tours to conventions, corporate transfers, sports teams, parades, major sporting events and private charters, Academy gas the wheels and wherewithal to ensure the smoothest ride on the road. Academy Bus is confident that their drivers are the best in the business professionally trained and experienced to react to any issue. Supervisors and coordinators are well versed in all aspects of group transport and that 24-7 dispatchers are responsive enough to accommodate any last minute alterations. The Academy Bus team works together to offer the premier bust service in the Norhtwest.

Equipment

Academy boasts one of the newest and diverse fleets in the industry. Maintaining over 950 buses from Boston to Washington, DC, plus Jacksonville, West Palm Beach and Miami in Florida the company has the quantity and quality of equipment to satisfy every customer. Academy Bus currently operates 54, 38, 30 and 15 seat vehicles with various features from Boston to Miami.

All buses come standard with:

- Reclining seats with foot rests
- Heating, Ventilating and Air Conditioning Systems
- Multiple Flat Screen Monitors with DVD system
- Two-Way Radios and Global Positioning Satellite
- Ample Luggage Compartment
- Lavatory (except 15 seat coach)
- Wi-Fi Internet Access

Wheelchair accessible coaches are available.





ACADEMY

P.O. Box 1410 · 111 Paterson Avenue · Hoboken, New Jersey 07030

Metro NY/NJ/CT Division Tel: NJ 201-420-7000 Tel: NY 212-964-6600 Fax: 201-420-8087

Quote

Thank you for selecting Academy Bus Tours for your transportation needs. Below we have listed the details of your charter. Please read the information carefully and contact us with any corrections.

carefully and contact us with any corrections. Acct #: 047715 Quote # Q244696 STATUE CRUISES, LLC RAFAEL ABREU Quote Date 6/19/2015 1 AUDREY ZAPP DRIVE Sales Rep JOHN KIELY CRRNJ TERMINAL IN LIBERTY STATE PAR 201-432-6321 JERSEY CITY, NJ 07305 USA Payment Pre-Paid Departure Information Destination Information Monday Sep 14, 2015 Depart: 06:00 AM Monday Sep 14, 2015 Return: 22:30 PM ROCKAWAY - BELLE HARBOR AREA SHUTTLE - ROUTE TBA ROCKAWAY BEACH, ARVERNE, HAMMELS BELLE HARBOR ARVERNE Itinerary and Driver Instructions SAMPLE QUOTE \$110/HOUR **THIS IS A SAMPLE QUOTE, NOT A CONTRACT TO OPERATE ON A SPECIFIC DATE*** Group Info: SHUTTLE - ROCKAWAY Bus Type # of Buses **Total Cost** # of Hours Cost/Bus 54 LAV VID 1,980.00 3,960.00 Equipment: 3.960.00 OTHER CHARGES Other Charges: Description Total Quote Cost 3,960.00 We will require a payment of \$400.00 by 7/3/2015 in order to guarantee your reservation. Upon receipt of this payment, you will be issued a contract. Please indicate your Quote number on the face of your check or money order. We also accept Visa, Mastercard and American Express. If you are paying by credit card, you must call a sales representative If you decide to reserve your charter with Academy, please follow the instructions contained in this letter. When Academy receives your initial deposit your trip will be reserved. If you later decide to cancel, you can only obtain a refund if you cancel your trip in accordance with Academy's trip cancellation policy. Should you have any questions concerning Academy's trip cancellation policy, contact your sales rep. Drivers may be on duty a maximum of 15 consecutive hours on any given day and may drive only 10 of those 15 hours. Both driving and on duty hours include driver prep, trip to pickup location and return to garage after service. On multi-day trips, drivers must be off duty each night for a minimum of 9 consecutive hours. Make checks payable to Academy Express, LLC Payments made within a month of the date of Q244696 departure must be in the form of a CERTIFIED CHECK, MONEY ORDER, OR CREDIT CARD. RAFAEL ABREU STATUE CRUISES, LLC Monday Sep 14, 2015 Deposit Amt: 400.00 Deposit Date: 7/3/2015

JOHN KIELY





ACADEMY

P.O. Box 1410 · 111 Paterson Avenue · Hoboken, New Jersey 07030

Metro NY/NJ/CT Division Tel: NJ 201-420-7000 Tel: NY 212-964-6600 Fax: 201-420-8087

Quote

Thank you for selecting Academy Bus Tours for your transportation needs. Below we have listed the details of your charter. Please read the information carefully and contact us with any corrections. Acct #: 047715 Quote # Q244697 STATUE CRUISES, LLC RAFAEL ABREU Quote Date 6/19/2015 1 AUDREY ZAPP DRIVE Sales Rep JOHN KIELY CRRNJ TERMINAL IN LIBERTY STATE PAR 201-432-6321 Reference JERSEY CITY, NJ 07305 USA Payment Pre-Paid Departure Information Destination Information Monday Sep 14, 2015 Depart: 06:00 AM Monday Sep 14, 2015 Return: 22:30 PM MIDTOWN NEW YORK SHUTTLE - ROUTE TBA NEW YORK NEW YORK NY Itinerary and Driver Instructions SAMPLE QUOTE \$110/HOUR **THIS IS A SAMPLE QUOTE, NOT A CONTRACT TO OPERATE ON A SPECIFIC DATE*** Group Info: SHUTTLE - ROCKAWAY # of Buses Bus Type # of Hours Cost/Bus **Total Cost** 54 LAV VID 2 1,870.00 3,740.00 Equipment: 3.740.00 OTHER CHARGES Other Charges: 0.00 Description Amount Total Quote Cost: 3,740.00 We will require a payment of \$400.00 by 7/3/2015 in order to guarantee your reservation. Upon receipt of this payment, you will be issued a contract. Please indicate your Quote number on the face of your check or money order. We also accept Visa, Mastercard and American Express. If you are paying by credit card, you must call a sales representative If you decide to reserve your charter with Academy, please follow the instructions contained in this letter. When Academy receives your initial deposit your trip will be reserved. If you later decide to cancel, you can only obtain a refund if you cancel your trip in accordance with Academy's trip cancellation policy. Should you have any questions concerning Academy's trip cancellation policy, contact your sales rep. Drivers may be on duty a maximum of 15 consecutive hours on any given day and may drive only 10 of those 15 hours. Both driving and on duty hours include driver prep, trip to pickup location and return to garage after service. On multi-day trips, drivers must be off duty each night for a minimum of 9 consecutive hours. Make checks payable to Academy Express, LLC Payments made within a month of the date of Q244697 departure must be in the form of a CERTIFIED CHECK, MONEY ORDER, OR CREDIT CARD. RAFAEL ABREU STATUE CRUISES, LLC Monday Sep 14, 2015 Deposit Amt: 400.00 Deposit Date: 7/3/2015 JOHN KIELY





Appendix I: Financial Capability

While the RFP does not specifically request proof of financial capabilities, the Comprehensive Ferry System will require significant financial resources to deliver the requested vessels and services. This is a proposal for services to the general public and the taxpayers of New York at large. NYCEDC cannot afford to select an operator without a track record of providing these services, including significant financial capability and commitment to the market for the long term. Hornblower has the experience and track record to provide the financial support for this project.







New York City Economic Development Corporation 110 William Street New York, NY 10038

Attn: Maryann Catalano, Senior Vice President of Contracts

Re: Response to RFP for the Citywide Ferry System

Dear Mrs. Catalano,

MUFG Union Bank, N.A. is pleased to provide this letter of confirmation for Hornblower Group, LLC ("Hornblower") in response to the Request for Proposal ("RFP") for the Citywide Ferry System.

MUFG Americas Holdings Corporation ("MUAH" or "the Company") is a proud member of Mitsubishi UFJ Financial Group, Inc. (MUFG, NYSE:MTU), one of the world's largest financial organizations. The Company's principal subsidiary is MUFG Union Bank, N.A. ("the Bank") which operates 581 ATMs and 393 branches, primarily consisting of retail branches, in the West Coast states, along with commercial branches in Texas, Illinois, New York, and Georgia as well as two international offices. The Bank serves corporate, commercial and investment banking clients across the country and has a retail customer base of approximately one million households, primarily in the major metropolitan areas of the West Coast.

This letter has been prepared in order to affirm that Union Bank has been proud to call Hornblower Group, LLC and the Hornblower family of companies a customer since 2005. Union Bank acts as agent in a consortium of other banks on credit facilities of approximately for Hornblower that mature on The credit facilities consist of The interest rate for the credit facilities is

Please feel free to call me if you have any questions regarding this letter.

Ian Ritchie

Sincerely,

Ian Ritchie Vice President Union Bank, N.A.

350 California Street, 10th Floor

San Francisco, CA 94104

Phone:

RFP - Citywide Ferry System







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Appendix J: Opportunity to Assemble Vessels in New York & Fleet Development

This will be the largest new fleet of passenger ferries assembled in recent history, particularly one provided by a private operator. Hornblower has the significant project management capability necessary to design, develop and procure or construct the new fleet of ferries required by this RFP. NYCEDC specified a number of features and concepts that dictate some of the quantity, capacity and style of vessels including:

- 1. Reliability, operational hours and number of routes produce spare vessel requirements
- 2. Uniform livery and branding
- 3. Efficient, low emission technology coupled with proven reliability requirements
- 4. Timing of construction as outlined in RFP
- 5. Structure of economic support from NYCEDC

Hornblower's approach to the development of the new ferry fleet is unique to this project. The size and scale of construction allow for an alternative approach to design, including modular fabrication, transiting modules to New York, with final assembly, launching and sea trials completed in New York. This unique approach can be accomplished without significant increase in capital cost, and results in significant new job creation in New York. Initial estimates are for 80 direct new jobs created in New York, for a period of 2 years, without considering expansion of the ferry system beyond this proposal or independent success of the boatworks that creates further commercial opportunity beyond this project.

Hornblower used a similar approach for our recent project in Ontario, Canada, where two 700 passenger catamarans were built in modular design, transported across the Province, then assembled on site, sea trialed and put into service.

No current facilities in New York have demonstrated this particular capability. Hornblower has a capital projects team capable of developing and managing this concept on a turn-key basis. It would provide further opportunity for MWE/MBE contracting as well.





Appendix K: Request for Assistance/ Operating Subsidy Reduction Plan

The "Request for Assistance" or "Operating Subsidy" in industry language (hereafter "Subsidy") is substantial at the front end of this project. There are many reasons for this including, but not limited to:

Route and Service Requirements of RFP-The number of routes, headways, travel times, estimated capacities, future growth requirements to reduce Subsidy, bike, stroller, accessibility, marketability, brand development strategy, public policy and various other requirements generally dictate a fleet of new ferries for this project rather than a cobbled together fleet of vessels that are past their prime or unable to perform reliably. If the desire is to minimize Subsidy, the system itself must be first class.

Funding vessel acquisition through Subsidy payments may not be consistent with reducing EDC support as the system develops. See Appendix N for a discussion of alternative funding strategies that will result in lower Subsidy payments.

Beyond creating a reliable, high quality system and marketing it to increase ridership, other strategies that will result in lower Subsidy payments include elimination of Landing Fees, as they are paid to another City agency, acquisition of fuel at NYC contract rates, NYC direct operation or separate contracting of shuttle bus system, and finally increase in ticket costs to reflect the value and convenience of the ferry service. The tables following illustrate the ability to reduce Subsidy based on some of the factors outlined above. Hornblower and its affiliates operate a wide range of ferry systems, including those that generate a substantial profit by charging market rates, and those that are free and fully subsidized. You will not find an operator with greater capability or flexibility to work as a partner with NYCEDC to reduce Subsidy amounts.

Vessel Funding Strategies

Most municipal ferry operating contracts provide separate funding for the acquisition of the vessels. Capital budgets, charter costs, debt service and vessel rentals are usually not integrated into the operation of the ferry system that is integral to the transportation infrastructure of the area. Farebox recovery ratios should be analyzed and compared with and without vessel capital cost to show the impact of this policy. In the case of this RFP, because the Subsidy is short term (5 years or less), and substantial new special purpose assets (16 vessels costing over \$50 million) are being provided, the impact of the Subsidy requirement is substantial. There are a number of strategies NYCEDC has available to insure the proper fleet is available. Given the time frame







for responding to the RFP, firm alternative options are limited. Hornblower proposes to provide a ferry funding strategy that allows NYCEDC to pursue other ferry acquisition and funding approaches that reduce Subsidy costs. These included sale of vessel and route naming rights, final landing location selection grants, application for Federal funds, tax incentivized vessel charter agreements and other creative vessel acquisition financing structures. If none of these options are executed, or to the extent they fall short of 100% of the goal of elimination of Subsidy associated with acquisition of capital assets, Hornblower will provide the vessels at predetermined contractual payment levels. Hornblower may, at its option, elect to use capital or financial partners in the fleet ownership structure if the vessels are provided by Hornblower, however Hornblower will retain management control of both the operating and vessel owning entities. For illustration, the table below shows the Subsidy reduction associated with elimination of Subsidy associated with vessel capital cost. This approach allows NYCEDC to continue to secure the most cost effective funding without delaying the implementation of the project. It is not mutually exclusive for Hornblower to commence construction of the vessels while NYCEDC continues to seek alternative vessel funding sources designed to reduce Subsidy payments.





Citywide Ferry System Request for Assistance by Route Section 6.9.1

	Year 1	Year 2	Year 3	Year 4	Year 5
Projected Expense Summary for Astoria Route: Gross Cost of Operations Anticipated Revenue Base Compensation Net Cost of Operations Operations Fee	8,826,452 5,483,893	8,827,002 5,669,448	9,015,619 5,877,820	9,209,029 6,077,898	9,408,52 6,285,42
Per Passenger: Gross Cost of Operations Anticipated Revenue Base Compensation					
Percentage: Farebox Recovery ratio Subsidy %					
Projected Expense Summary for Rockaway Route: Gross Cost of Operations Anticipated Revenue Base Compensation Net Cost of Operations Operations Fee	7,797,736 638,470	7,746,722 659,796	7,938,620 683,808	8,125,866 706,879	8,328,79 730,79
Per Passenger: Gross Cost of Operations Anticipated Revenue Base Compensation					1
Percentage: Farebox Recovery ratio Subsidy %					
Projected Expense Summary for South Brooklyn Route: Gross Cost of Operations Anticipated Revenue Base Compensation Net Cost of Operations Operations Fee	6,782,835 1,353,095	6,709,300 1,417,013	6,841,681 1,449,604	6,975,153 1,498,678	7,122,76 1,549,56
Per Passenger: Gross Cost of Operations Anticipated Revenue Base Compensation					
Percentage: Farebox Recovery ratio Subsidy %					
Projected Expense Summary for South Brooklyn Route (SB Gross Cost of Operations Anticipated Revenue Base Compensation Net Cost of Operations Operations Fee	6,821,835 1,372,865	6,589,534 1,418,872	6,726,395 1,470,798	6,866,744 1,520,596	7,001,14 1,572,23
Per Passenger: Gross Cost of Operations Anticipated Revenue Base Compensation					1
Percentage: Farebox Recovery ratio Subsidy %					





Citywide Ferry System

Request for Assistance by Route Section 6.9.1

	Year 1	Year 2	Year 3	Year 4	Year 5
Projected Expense Summary for Lower East Side Route: Gross Cost of Operations Anticipated Revenue Base Compensation Net Cost of Operations Operations Fee	6,775,393 4,614,504	6,655,177 4,784,887	6,789,095 4,947,797	6,937,509 5,116,773	7,090,582 5,292,070
Per Passenger: Gross Cost of Operations Anticipated Revenue Base Compensation					
Percentage: Farebox Recovery ratio Subsidy %					
Projected Expense Summary for Soundview Route: Gross Cost of Operations Anticipated Revenue Base Compensation Net Cost of Operations Operations Fee	6,400,486 2,014,428	6,253,328 2,060,460	6,371,412 2,130,383	6,503,238 2,202,897	6,638,931 2,278,111
Per Passenger: Gross Cost of Operations Anticipated Revenue Base Compensation			1		
Percentage: Farebox Recovery ratio Subsidy %					
Projected Expense Summary for Alternative (ERF) Route: Gross Cost of Operations Anticipated Revenue Base Compensation Net Cost of Operations Operations Fee	8,855,355 4,322,704	8,760,604 4,420,670	8,965,552 4,571,149	9,176,789 4,727,230	9,394,531 4,889,147
Per Passenger: Gross Cost of Operations Anticipated Revenue Base Compensation					
Percentage: Farebox Recovery ratio Subsidy %					





Appendix L: Hornblower Group Historical Financial Data



HORNBLOWER HOLDINGS, LLC AND SUBSIDIARIES

CONSOLIDATED FINANCIAL STATEMENTS

DECEMBER 31, 2014 AND DECEMBER 31, 2013







TABLE OF CONTENTS

DECEMBER 31, 2014 AND DECEMBER 31, 2013

Independent auditors' report	2 - 3
Consolidated balance sheets	4
Consolidated statements of income and comprehensive income	5
Consolidated statement of equity	6
Consolidated statements of cash flows	7 - 8
Notes to consolidated financial statements	9 - 24
Supplementary information: Schedule of yacht values	26 - 27

RFP - Citywide Ferry System

Satisfy Our Guests | Respect Our Planet





RINA accountancy corporation
201 North Civic Drive, Suite 220 Walnut Creek, CA 94596
phone: 925.210.2180 fax: 925.210.2199 1.800.RINA.CPA web: www.rina.com



Independent Auditors' Report

The Members Hornblower Holdings, LLC.

We have audited the accompanying consolidated financial statements of Hornblower Holdings, LLC. (a California limited liability company) and its subsidiaries, which comprise the consolidated balance sheets as of December 31, 2014 and December 31, 2013, and the related consolidated statements of income and comprehensive income, equity and cash flows for the years then ended and the related notes to the financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these consolidated financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express an opinion on these consolidated financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the consolidated financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the consolidated financial statements referred to above present fairly, in all material respects, the financial position of Hornblower Holdings, LLC. and its subsidiaries as of December 31, 2014 and December 31, 2013, and the results of its operations and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.





Report on Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the consolidated financial statements as a whole. The Schedule of yacht values, which is the responsibility of management, is presented for purposes of additional analysis and is not a required part of the financial statements. Such information has not been subjected to the auditing procedures applied in the audit of the financial statements, and, accordingly we do not express an opinion or provide any assurance on it.

RIMA accounting corporation

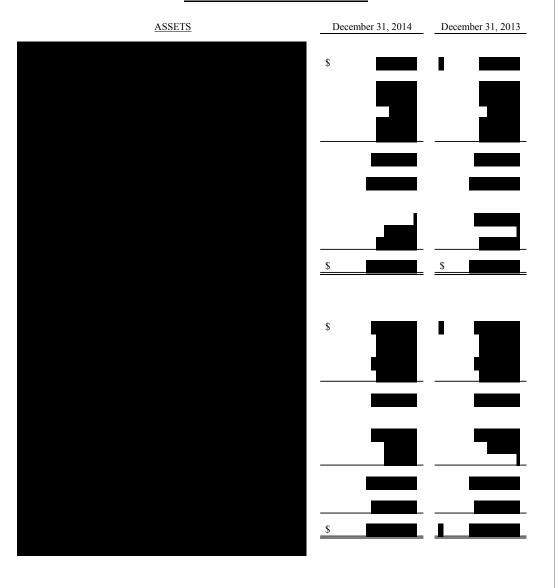
Certified Public Accountants

Walnut Creek, California April 29, 2015





CONSOLIDATED BALANCE SHEETS

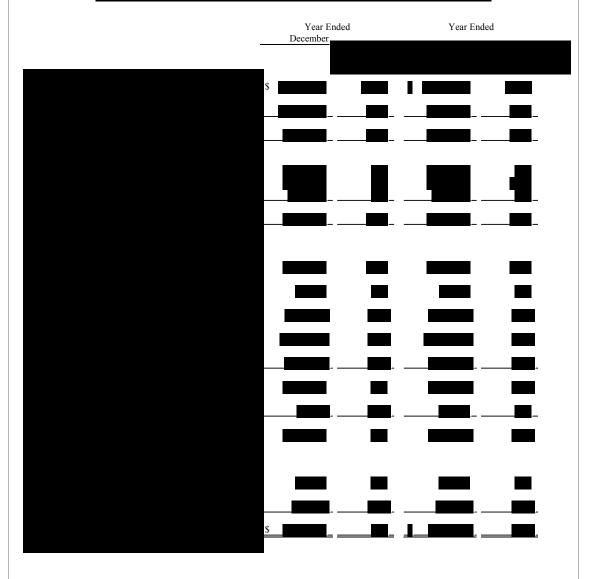


See notes to the consolidated financial statements.





CONSOLIDATED STATEMENTS OF INCOME AND COMPREHENSIVE INCOME



See notes to consolidated financial statements.





CONSOLIDATED STATEMENT OF EQUITY

YEARS ENDED DECEMBER 31, 2014 AND DECEMBER 31, 2013

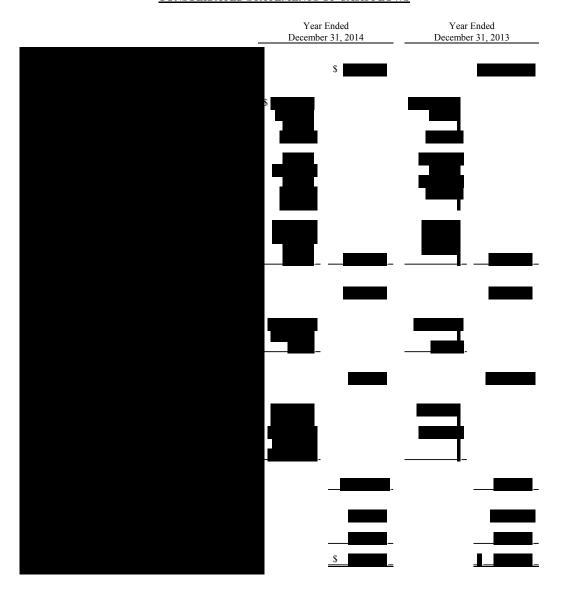


See notes to consolidated financial statements.





CONSOLIDATED STATEMENTS OF CASH FLOWS

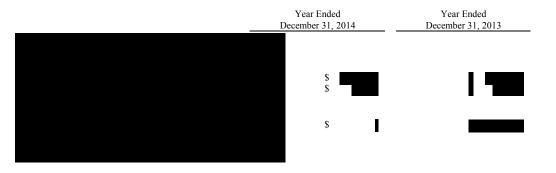


See notes to the consolidated financial statements.





CONSOLIDATED STATEMENTS OF CASH FLOWS

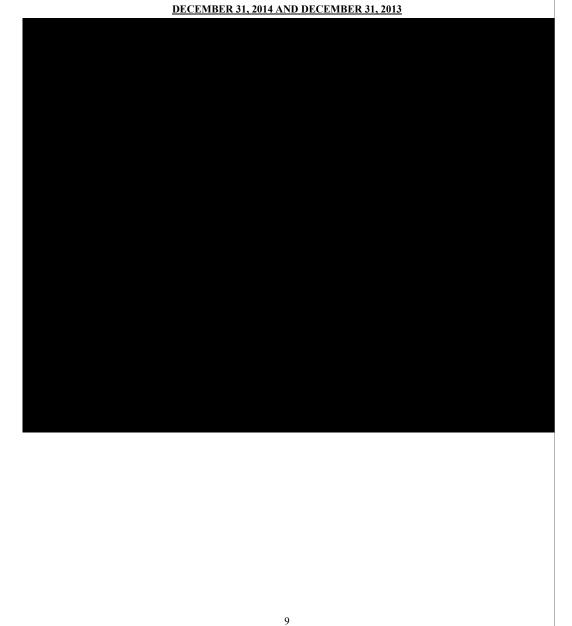


See notes to the consolidated financial statements.





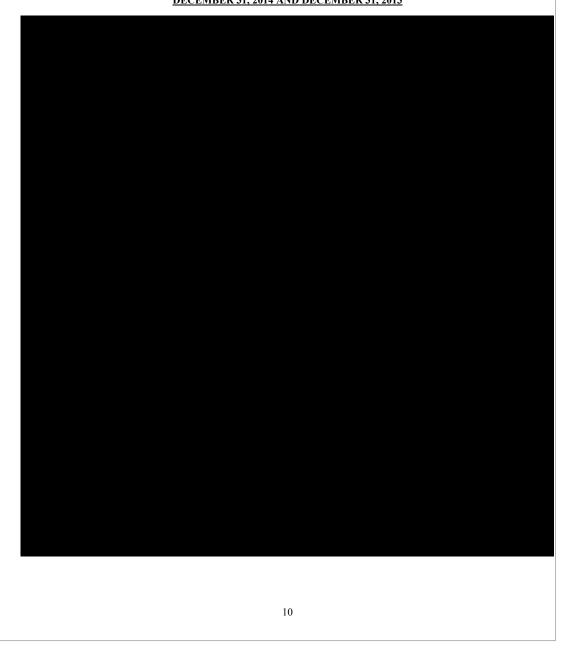
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NOTES TO CONSOLIDATED FINANCIAL STATEMENTS - DECEMBER 31, 2014 AND DECEMBER 31, 2013







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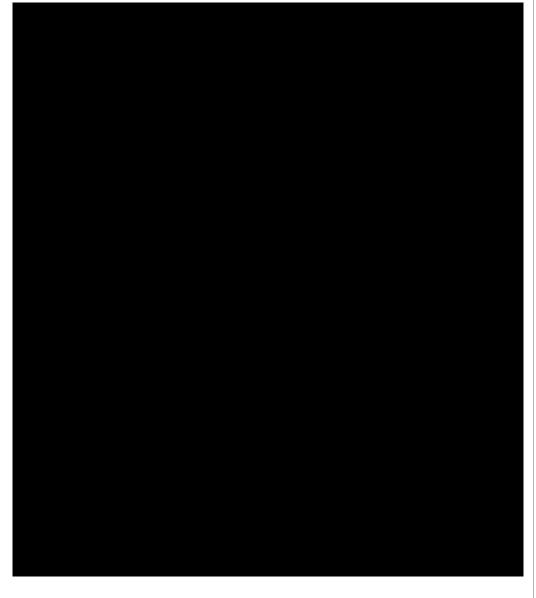






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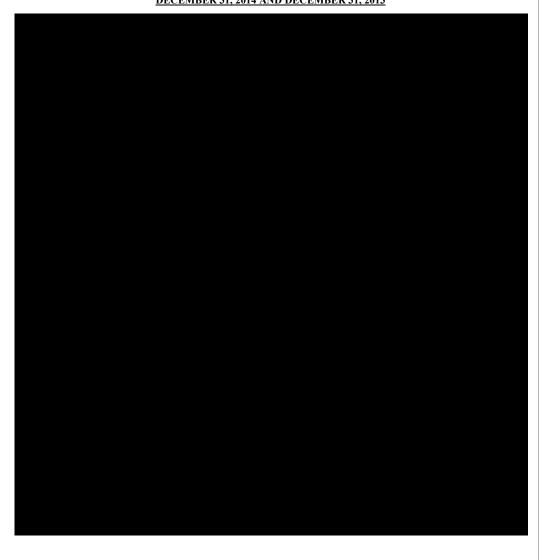
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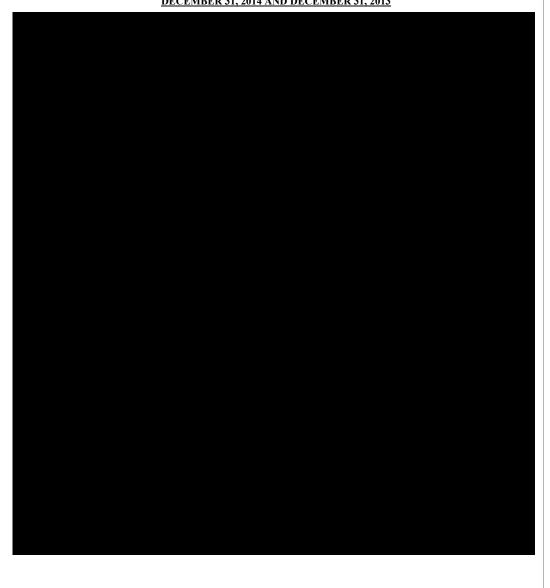
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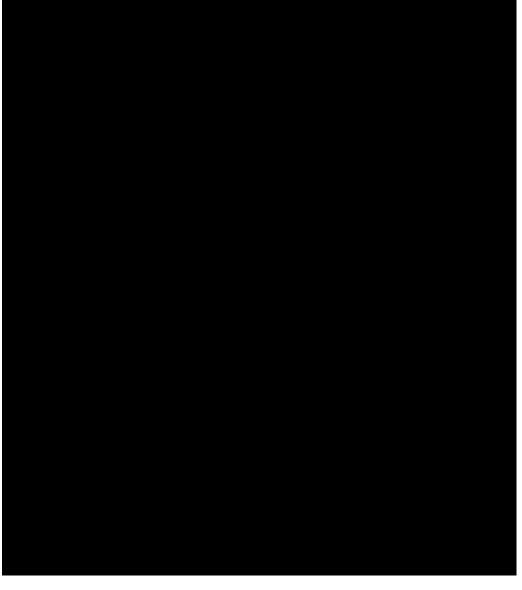
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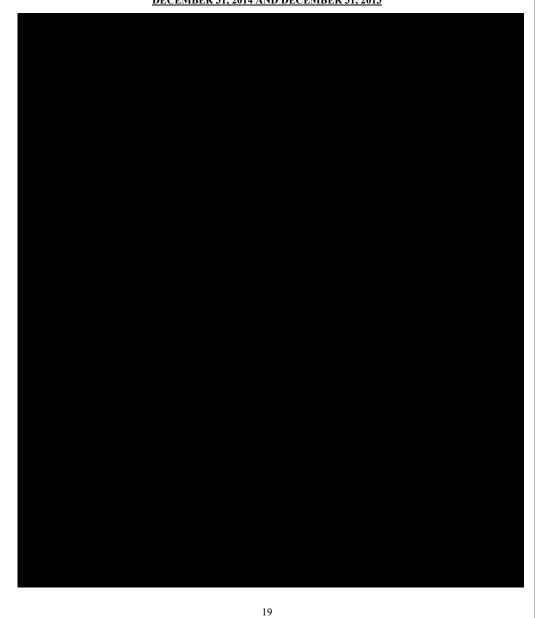
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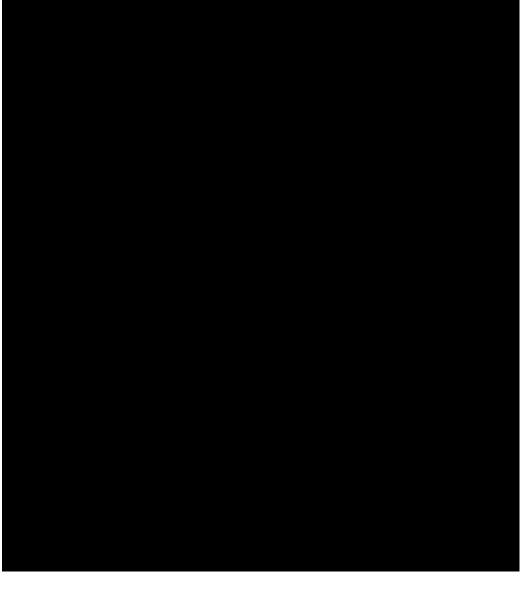
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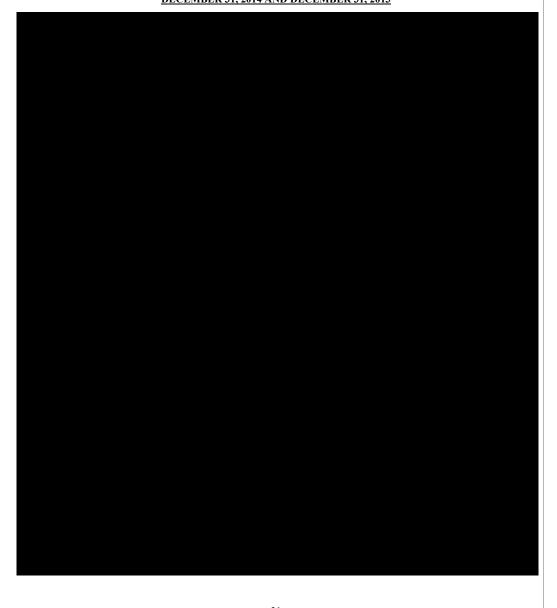
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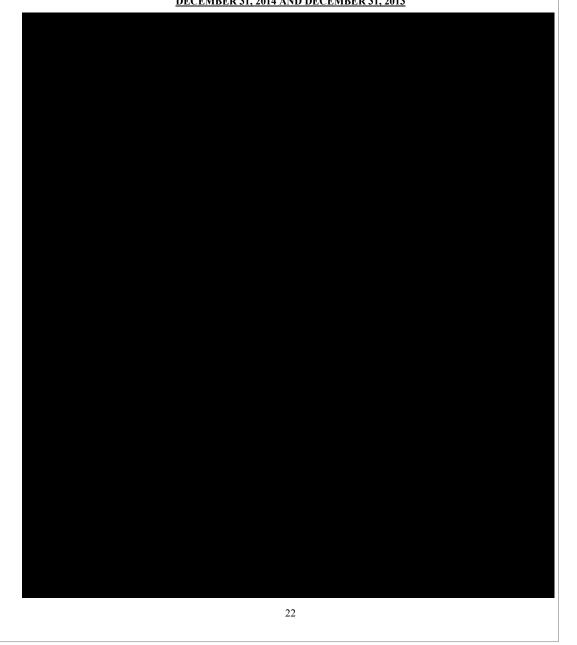
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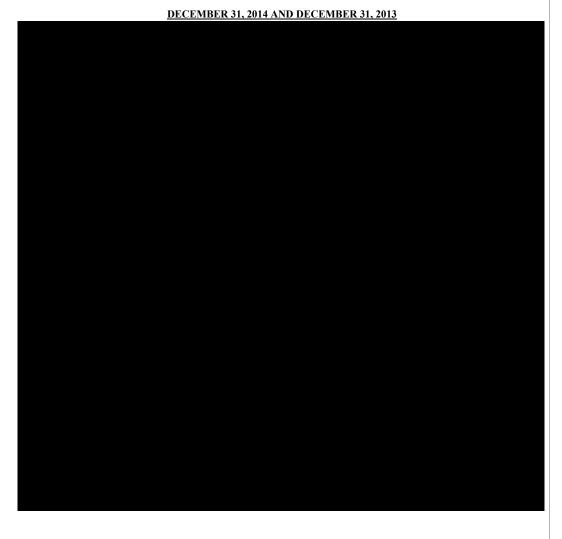
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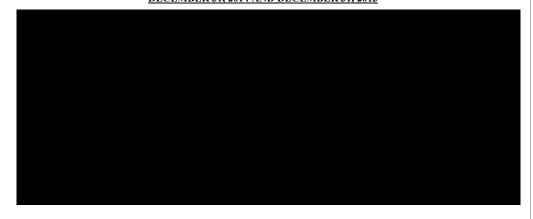
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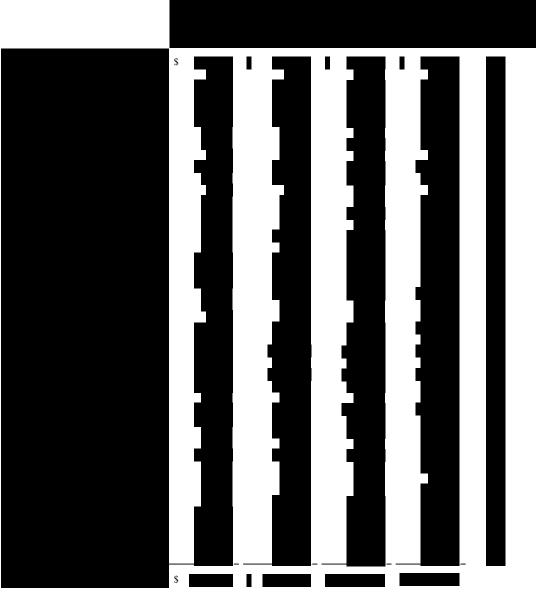
	HORNBLOWER HOLDINGS, LLC		
	AND SUBSIDIARIES		
SUPPLEMENTARY INFORMATION			
	25		





HORNBLOWER HOLDINGS, LLC. AND SUBSIDIARIES

SCHEDULE OF YACHT VALUES - DECEMBER 31, 2014



See notes to consolidated financial statements.

26





HORNBLOWER HOLDINGS, LLC. AND SUBSIDIARIES

SCHEDULE OF YACHT VALUES - DECEMBER 31, 2014



The Company's yachts, as well as the yachts of the Affiliates, are U.S. Coast Guard inspected and certified. Orderly liquidation and replacement values are as defined by the marine surveyors and do not purport to represent what the yachts might sell for in a transaction between a willing buyer and willing seller. This information has not been audited or reviewed by the Company's independent auditors.

The M/V Ferryboat Santa Rosa is permanently moored at Pier 3 in San Francisco and serves as the Company's corporate offices.

See notes to consolidated financial statements.

27





Appendix M: Respect our Planet Mission Statement



CORPORATE MISSION STATEMENT

At Statue Cruises we are committed to respecting our customers, our crew, and the natural environment. Through our integrated health & safety, quality and environmental management system, we strive to serve you better and leave the planet a better place than when we began.

ENVIRONMENT

We RESPECT OUR PLANET and will protect and conserve the natural resources and ecosystems on which our business depends. We are committed to preventing pollution, reducing waste, conserving water and energy, and educating our guests and employees on environmental stewardship. We will seek opportunities to partner with stakeholders that support our commitment to the environment.

HEALTH AND SAFETY

We RESPECT our customers and crew because their health and safety is our first priority. We expect every member of our crew to perform their tasks with a "safety first" attitude. We will provide safe, healthful facilities and services for the enjoyment of our customers and a healthy, safe work environment for all crew. We will provide crew training and resources to ensure that safety is never compromised in our work activities.

QUALITY

We RESPECT our eustomers because we want them to be 100% satisfied 100% of the time. If our customers are not satisfied, we do not have a business future. We will ask for customer feedback and will take prompt action to resolve customer issues.

CONTINUAL IMPROVEMENT

We RESPECT all applicable laws, regulations and industry standards under which we operate and, as an ethical company, we are committed to full compliance with these requirements. We will verify our compliance and performance through third-party audits and will promptly correct shortcomings.

We will truly RESPECT OUR PLANET by incorporating best management practices into our operations and seeking to continuously improve our management approach. In doing so, we will also RESPECT our business and the livelihoods of our crew by ensuring the continued economic success of our company,

Michael Burke, VP/COO





Appendix N: Alternative Funding Strategies To Reduce Subsidies

Hornblower has put together projections that it believes are representative of the cost of running a world class, system-wide ferry operation in New York City. Long-Term Sustainability Comprehensive and Route Exhibits in Appendix N show the requested compensation by the Respondent as the Operations Fee/Profit and the Net Cost of Operations, two of the components of Base Compensation.

The "Request for Assistance" or "Operating Subsidy" in industry language (hereafter "Subsidy") is substantial at the front end of this project. There are many reasons for this including, but not limited to: Route and Service Requirements of RFP-The number of routes, headways, travel times, estimated capacities, future growth requirements to reduce Subsidy, bike and stroller accessibility, marketability, brand development strategy, public policy and various other requirements generally dictate a need for a fleet of new ferries for this project rather than a cobbled together fleet of vessels that are past their prime or unable to perform reliably. If the desire is to minimize Subsidy, the system itself must be first class.

The Long –Term Sustainability-Comprehensive Response Exhibit in Appendix N lays out strategies toward a self-sustaining ferry service and a plan for participation payments between the Respondent and NYCEDC. The Scenarios presented in the exhibit and below are cumulative and illustrate a path toward long-term sustainability and participation payments. Detail by route is available should the NYCEDC choose to pursue some of the options suggested below.

Vessel Funding Strategies: Most municipal ferry operating contracts provide separate funding for the acquisition of the vessels. Capital budgets, charter costs, debt service and vessel rentals are usually not integrated into the operation of the ferry system that is integral to the transportation infrastructure of the area. Farebox recovery ratios should be analyzed and compared with and without vessel capital cost to show the impact of this policy. In the case of this RFP, because the Subsidy is short term (5 years or less), and substantial new special purpose assets (16 vessels costing over \$50 million) are being provided, the impact of the Subsidy requirement is substantial. There are a number of strategies NYCEDC has available to insure the proper fleet is available. Given the time frame for responding to the RFP, firm alternative options are limited. Hornblower proposes to provide a ferry funding strategy that allows NYCEDC to pursue other ferry acquisition and funding approaches that reduce Subsidy costs. These include sale of vessel and route naming rights, final landing location selection grants, application for Federal funds, tax incentivized vessel charter agreements, and other creative vessel acquisition financing structures.





If none of these options are executed, or to the extent they fall short of 100% of the goal of elimination of Subsidy associated with acquisition of capital assets, Hornblower will provide the vessels at predetermined contractual payment levels. Hornblower may, at its option, elect to use capital or financial partners in the fleet ownership structure if the vessels are provided by Hornblower. However, Hornblower will retain management control of both the operating and vessel owning entities. For illustration, the Long–Term Sustainability-Comprehensive Response Exhibit in Appendix N shows the Subsidy reduction associated with elimination of Subsidy associated with vessel capital cost. This approach allows NYCEDC to continue to secure the most cost effective funding without delaying the implementation of the project. It is not mutually exclusive for Hornblower to commence construction of the vessels while NYCEDC continues to seek alternative vessel funding sources designed to reduce Subsidy payments.

Purchasing of Fuel at City Contracted Prices: Fuel costs are a significant expense in operating a ferry service. Subsidies could be reduced by providing the Operator a means of purchasing fuel at lower price that is not available to the Operator through normal business operations.

Landing Fees: The Respondent suggests landing fees be waived for any landings owned by the NYCEDC. Ultimately, fees paid by the Respondent result in an increase in Subsidy paid by the NYCEDC.

Shuttle Bus: The Respondent recognizes the necessity to offer transportation to attract riders and make it easier for passengers to reach the ferry. However, if ridership for a certain route is not great enough to justify the cost of offering shuttle transportation, then the NYCEDC might consider alternatives such as running buses at Peak hours only, having another public transportation service deliver and pick-up passengers from the ferry landings or eliminate unprofitable shuttle bus routes.

Increase Fares: After all the variables stated above have been implemented to improve cost efficiencies, one of the last options to lower subsidies or increase participation payments is to increase ridership or increase fares. Scenario 6 in the Long –Term Sustainability-Comprehensive Response Exhibit in Appendix N illustrates the effect on subsidy payments when a price increase closer to market rates is implemented. A fare increase can significantly reduce or eliminate subsidies and provide the NYCEDC with a participation payment revenue stream.





Citywide Ferry System Long-Term Sustainability - Comprehensive Response Section 6.9.1

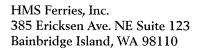
	Total	Total	Total	Total	Total
	Year 1	Year 2	Year 3	Year 4	Year 5
Scenario 1: (per Proposal)					
Comprehensive Response - Project Expense Summary:					
Gross Cost of Operations	47,762,858	47,375,570	48,416,321	49,494,956	50,626,72
Anticipated Revenue	18,427,095	19,012,275	19,660,561	20,330,355	21,025,114
Base Compensation					
Net Cost of Operations Operations Fee/Profit					
Participation Payment Fee to NYCEDC					
Per Passenger:					
Gross Cost of Operations					
Anticipated Revenue					
Base Compensation					
Percentage:					
Farebox Recovery ratio					
Subsidy %					
Scenario 2: Scenario 1 adjusted for City Owned Vessels					
Comprehensive Response - Project Expense Summary:					
Elimination of vessel fees					
Gross Cost of Operations (adjusted)					
Anticipated Revenue					
Base Compensation					
Net Cost of Operations					
Operations Fee/Profit					_
Partcipation Payment Fee to NYCEDC (
Per Passenger:					
Gross Cost of Operations					
Anticipated Revenue					
Base Compensation					
Percentage:					
Farebox Recovery ratio					
Subsidy %					
Scenario 3: Scenario 2 adjusted for Fuel Purchased at City Contract Pric	ce				
Comprehensive Response - Project Expense Summary:					
Fuel costs savings (assume					
Gross Cost of Operations (adjusted)					
Anticipated Revenue					
Base Compensation					
Net Cost of Operations	السيها				
Operations Fee/Profit					
Partcipation Payment Fee to NYCEDC (
Per Passenger:					
Gross Cost of Operations Anticipated Revenue					
Anticipated Revenue Base Compensation					
Power days	_ _				
Percentage:					
Percentage: Farebox Recovery ratio					
Farebox Recovery ratio Subsidy %					





Citywide Ferry System Long-Term Sustainability - Comprehensive Response Section 6.9.1

	T	-	-	-	
	Total Year 1	Total Year 2	Total Year 3	Total Year 4	Total Year 5
Scenario 4: Scenario 3 adjusted no Landing Fees for Landings owned by Comprehensive Response - Project Expense Summary: Elimination of Landing fees Gross Cost of Operations Anticipated Revenue Base Compensation Net Cost of Operations Operations Fee/Profit Partcipation Payment Fee to NYCEDC (50%)					
Per Passenger: Gross Cost of Operations Anticipated Revenue Base Compensation					
Percentage: Farebox Recovery ratio Subsidy %					
Scenario 5: Scenario 4 adjusted for Shuttle Buses Operated by MTA Comprehensive Response - Project Expense Summary: Elimination of shuttle bus costs Gross Cost of Operations Anticipated Revenue Base Compensation Net Cost of Operations Operations Fee/Profit Partcipation Payment Fee to NYCEDC (
Per Passenger: Gross Cost of Operations Anticipated Revenue Base Compensation					
Percentage: Farebox Recovery ratio Subsidy %					
Scenario 6: Scenario 5 adjusted for Fare increase Comprehensive Response - Project Expense Summary: Increase in ticket fare from \$2.75 to Gross Cost of Operations Anticipated Revenue Base Compensation Net Cost of Operations Operations Fee/Profit Partcipation Payment Fee to NYCEDC (50%)			1	7	
Per Passenger: Gross Cost of Operations Anticipated Revenue Base Compensation				I	
Percentage: Farebox Recovery ratio Subsidy %					





Phone (206) 780-1440 Fax (206) 780-0484 www.hmsgm.com

June 10, 2015

New York City Economic Development Corporation 110 William Street, 4th Floor New York, NY 10038

Attn: Maryann Catalona, Senior Vice President

SOUNDVIEW FERRY ROUTE - LETTER OF INTRODUCTION

Ref: NYCEDC - Request for Proposals (RFP), Citywide Ferry Operators

Dear Ms. Catalona,

HMS Ferries, Inc. (HMS) is delighted to provide our response to the above referenced RFP for NYCEDC's consideration.

No other ferry operator in the United States offers the range or operational experience, technical knowledge, regulatory compliance, can-do spirit and commitment to excellence that HMS does.

This letter herby certifies that HMS Ferries, Inc. has read the RFP and Appendices fully and agrees to the terms and conditions set forth in the RFP and Appendices. Additionally, the Proposal is a firm offer for a minimum period of one hundred eighty (180) days.

While HMS is a member of a substantial family of marine transportation and hospitality businesses, HMS is a specialty service provider and this is a "niche" proposal. Our approach is to work with, and on behalf of, local stakeholders who have a direct interest in the ferry services being developed by New York City Economic Development Corporation (NYCEC). Our objective is to engage and include these community members in the design, implementation and operation of the services we are proposing on.

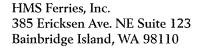
Drawing on our vast ferry operating experience, HMS will team with and mentor these stakeholders and transfer to them, in a meaningful way, our knowledge and expertise regarding these types of operations all the while insuring the highest levels of safety, compliance and customer service.

In addition to working with local stakeholders, HMS stands ready to work hand-in-hand with NYCEDC to develop the envisioned comprehensive ferry system and further the transportation and economic development goals of New York City and its people.

Respectfully

Greadry A. Dronkert President & COO HMS Ferries, Inc.

ný:





Phone (206) 780-1440 Fax (206) 780-0484 www.hmsgm.com

June 10, 2015

New York City Economic Development Corporation 110 William Street, 4th Floor New York, NY 10038 Attn: Maryann Catalona, Senior Vice President

SOUTH BROOKLYN FERRY ROUTE - LETTER OF INTRODUCTION

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Respectfully

Gregory A. Dronkert President & COO HMS Ferries, Inc.

NY WATERWAY®

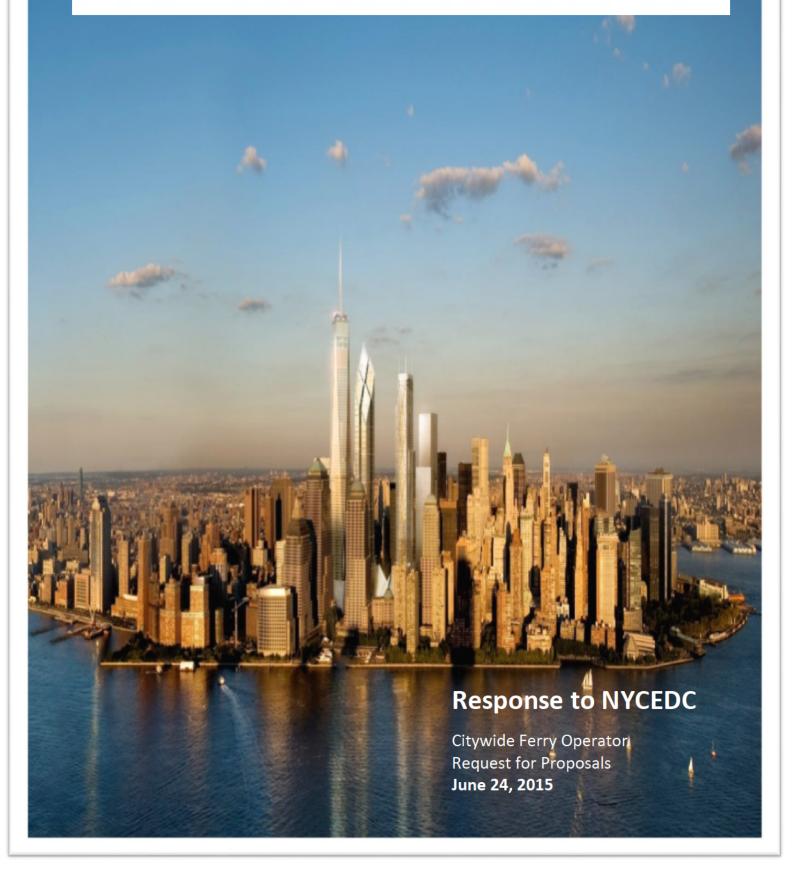




Table of Contents

Introduction – Executive Summary	5
Service Hours and Vessels	
Infrastructure and Layover Plan	
System Support Services	
Shuttle Buses	
Required Subsidy	
Pro Forma Projections	
Savings through Route Adjustments	
Savings through Hours Adjustments	
Governors Island Service	
Contracting Party	
Section One: Company Information	
Company Background and Formation	
Ferry Company Principles	
Key Personnel and Commitment	
Section Three: Operating Experience	
Ferry Operations	
Special Events	
Emergency Management	
Security Plans	
Current Client List	
Disclosure of Accident and Incident Reports	
Section Four: Service Proposal	36
Existing Vessels	36
New Vessels and Vessel Upgrades	36
Subcontracted vessels	37
NY Waterway Clean Air Stewardship	38
Projected Ridership	38
Operating Plans	39

NY WATERWAY®

Rockaway	39
South Brooklyn	42
Astoria	45
Lower East Side	47
Soundview	49
Add Alternate Route (East River Ferry)	51
Pre-Launch Planning and Activities	54
Ferry Maintenance	55
Contingency Plans	58
Section Five: System Support Services	60
Full Ticketing Solution	60
Fare Integration with Mobile Apps	61
Customer Service	63
Technology Enhancements	64
Mesh Network	64
Marketing Plan	65
Digital Advertising	66
Print Advertising	66
Outdoor Advertising	67
Collateral Materials	68
Informational Materials	68
Sponsorships & Partnerships	69
Travel & Tourism Outreach	71
Miscellaneous	71
Concessions	72
Section Six: Staffing, Wages and Schedules	73
Section Seven: Financial Statements	77
Section Eight: Cost of Operations Projection (Expenses)	78
Pro Forma Projections	78
Section Nine: Respondent's Compensation	80
New Routes	80
Add Alternate Route	81

NY WATERWAY®

	Participation Payment	81
	Pre-Launch Funding	81
	CPI Adjustment	82
	Fuel Adjustment	82
	Term; Renewal Term; Non-Renewal Contribution	83
	Landing Fees	83
Sect	tion Ten: Doing Business Data Forms	84
Sect	tion Eleven: Majority and Women-Owned Business Enterprises ('M/WBE") Plan	85

List of Appendices - Bound Separately
APPENDIX ONE: Vessel Characteristics

APPENDIX TWO: Service Hour Calculations
APPENDIX THREE: Ridership Projections

APPENDIX FOUR: Rockaway Shuttle Bus Proposal

APPENDIX FIVE: NY Waterway Clean Air Stewardship

APPENDIX SIX: Bytemark Supporting Material

APPENDIX SEVEN: Financial Statements

APPENDIX EIGHT: Pro Forma Financial Information

APPENDIX NINE: Doing Business Data Forms

APPENDIX TEN: Support Letters

APPENDIX ELEVEN: Sample Maintenance Checklist

APPENDIX TWELVE: Certificates of Inspection

APPENDIX THIRTEEN: Statement of Agreement



Introduction – Executive Summary

Billybey Ferry Company, LLC ("Billybey") and Port Imperial Ferry Corp. ("PIFC") are pleased to jointly submit this Comprehensive Response to the New York City Economic Development Corporation's Request for Proposals dated March 27, 2015 (the "RFP") to operate a Citywide Ferry System. Any capitalized term used herein without definition shall have the meaning provided therefor in the RFP.

Billybey and PIFC comprise the larger NY Waterway ferry system that was founded in 1986 and that collectively carries over 90% of the daily private ferry passengers in NY harbor. The combined fleet of 37 vessels service 25 different landing sites with over 1,800 scheduled trips per day. Billybey is the incumbent operator of the East River Ferry pursuant to its contract with EDC. In order to conform the East River Ferry service to the schedule, fare structure and other requirements of the RFP, this Comprehensive Proposal would supersede Billybey's existing contract with EDC upon the effective date of the launch of the first new service under the RFP. Billybey and PIFC are collectively referred to herein as "NY Waterway."

The most significant challenges to the successful implementation of the Citywide Ferry System are (i) the magnitude of the service hours implicit in the route structure and schedules contemplated by the RFP and (ii) the number of additional vessels required to be put in service for the CFS in the limited time frame available before the launch date and the related infrastructure improvements required to maintain, berth and service those vessels. Both of these challenges are further complicated by the limited term of the CFS contemplated by the RFP and the uncertainty of the ridership projections associated with launching five new routes, almost all of which have a limited history of ferry service from which to evaluate such projections. All of these factors inform our Proposal and the required annual subsidy necessary to make the CFS viable.

The entire CFS, when fully implemented, will require a dedicated fleet of 20 vessels (plus access to the additional 400-passenger vessels required to accommodate Summer Season weekends on the Add Alternate Route). Given the time constraints inherent in launching new services of this magnitude by the spring of 2017 and the number of additional vessels required for the CFS, we have structured our approach so as to provide the maximum assurance possible that we can meet the time table outlined in the RFP. This proposal is supported by the combined fleet of 47 vessels controlled by the two NY Waterway companies and our subcontractor, NY Water Taxi. Based on availability from that fleet and from existing vessels we have already identified for purchase, our proposal may require the construction of as few as five new vessels and, of that number, as few as only one vessel required for the routes that launch in 2017.

We are prepared to implement the CFS in all of the particular requirements set forth in the RFP. We also include herein, however, suggestions as to how the service can be adjusted to significantly reduce service hours and therefore the required subsidy, without in our view compromising the robust nature of the CFS and the ability to service each of the proposed locations with frequent, year-round service designed around expected ridership patterns.



Service Hours and Vessels

The new routes contemplated by the CFS will generate over 60,000 service hours, including positioning and layover hours. The changes required by the RFP to the current East River Ferry operating hours will add another 1,200 service hours to that total, bringing the total number of service hours to almost 73,000. During peak weekday hours, 14 vessels will be in service on the new routes, in addition to the three vessels in service on the Add Alternate Route. To maintain operating schedules without major disruption from out of service vessels, an additional three spare vessels will be required as part of the CFS. The entire CFS, including the Add Alternate Route, will therefore require a dedicated fleet of 20 vessels plus access to an additional four large vessels to accommodate Summer Season weekends on the Add Alternate Route (three in regular service plus one spare). Of that total, five vessels for regular weekday service are available from the existing NY Waterway fleet, as are the weekend vessels needed for the Summer Season on the Add Alternate Route. Two more existing NY Waterway vessels will become available during 2015 as we complete the construction of two new vessels described below, which will enable us to repurpose two other vessels from the fleet. We have identified an additional three vessels available for purchase, with seating capacity ranging from 149 to 350 passengers. We are likely to purchase only two of those vessels.

Of the remaining 11 required vessels, we have made arrangements for subcontracting between three and six existing vessels from NY Water Taxi and we contemplate building between five and eight new vessels. As required by the RFP, all of the vessels used in regular service on the CFS and the three dedicated spare vessels will be branded in accordance with the CFS brand. However, we believe it is important to reserve the ability on an emergency basis to utilize unbranded vessels from our remaining fleet if needed. Furthermore, the large vessels used only a seasonal weekend basis on the Add Alternate Route are not contemplated to be branded in that manner given their year-round weekday use in trans-Hudson service.

New Vessels and Vessel Upgrades. We have secured a commitment from Yank Marine based in Tuckahoe, New Jersey, to keep its shipyard available for our new vessel construction. The new vessels will be a mix of 65-foot monohull vessels with a passenger capacity of 149 and 72-foot catamaran vessels with a passenger capacity between 230 and 240. These new vessels are based on existing approved designs that will facilitate the construction timeline. We have had preliminary discussions with lenders regarding financing for the acquisition and new construction of the additional vessels needed for the CFS and are of the view that, together with available cash on hand and capital infusions from ownership, the resources to finance the new vessels will be readily available. Commitments in respect of that financing will be finalized prior to the time a contract for the new CFS is entered into.

Yank Marine has recently completed construction of a new 400 passenger vessel for NY Waterway, with a second sister vessel scheduled for completion this fall. During 2013 and 2014, Yank also successfully completed a repowering project on nine NY Waterway large monohull vessels, outfitting each vessel with new Tier Three Caterpillar C-18 engines. These repowered vessels are



in service on the current East River Ferry summer weekend schedule and are contemplated to continue to be utilized on Summer Season weekends on the Add Alternate Route.

Six existing NY Waterway catamaran vessels are scheduled for retrofit at Yank Marine during 2015 and 2016 and will also be repowered with Caterpillar C-18 engines. This 149-passenger catamaran vessel is the type of vessel currently utilized in regular weekday service on the East River Ferry. The four engines on each vessel will be replaced with two Tier 3 IMO/EPA compliant engines and the propulsion systems on each vessel will be converted from jets to propellers. In addition, with related improvements, the vessels will be reconfigured to qualify as "K" boats (from the current "T" boat qualification), thus increasing passenger capacity by 61% to approximately 240 passengers. We also contemplate a similar retrofit for the remaining seven similar catamarans in the NY Waterway fleet. Although the schedule for these additional retrofits has not yet been determined, we do anticipate that it would be completed within three years of the initial launch date. These vessels will be among the vessels scheduled from the existing fleet to meet the demands of the CFS. Importantly, we will also have the ability from time to time to re-allocate vessels from among the existing 37 vessel combined NY Waterway fleet and the five to eight new vessels so as to address changing passenger volumes on the various routes we operate.

The new vessels are being designed with similar Tier Three Caterpillar C-18 engines. We note that Addendum #1 to the RFP states that EDC will look favorably upon proposals that use vessels with Tier 4 engines or higher. To our knowledge, however, Tier 4 engines are not available in the marketplace and are not expected to be available prior to 2017, and at certain horsepower levels may not be available even then.

See the Section below entitled "NY Waterway Clean Air Stewardship" for a more detailed discussion of our efforts in recent years to reduce emissions and repower vessels, in partnership with such agencies as NYSERDA, Federal Transit Authority and Federal Highway Administration.

Subcontracted Vessels. Our arrangements with NY Water Taxi will give us access to up to six of their existing vessels. While up to five of those vessels are currently limited to 64 passengers, we have secured a commitment from NY Water Taxi that prior to the first new service under the CFS, those vessels will be upgraded to a 99-passenger capacity. We believe that vessels of that capacity will be more than adequate to handle demand on a number of routes of the CFS, including South Brooklyn, Soundview and the Lower East Side. The remaining NY Water Taxi vessels available to us are 149 passenger vessels. We believe that this subcontract arrangement substantially enhances our ability to meet the timeline contemplated by the RFP. Shipyard availability would otherwise increase the likelihood of delays that would impact the launch schedule contemplated by the RFP. In addition, by utilizing existing vessels for the initial term of the CFS, we are able to mitigate in part the cost to the City for non-renewal of the CFS. See "Required Subsidy" below.



Infrastructure and Layover Plan

Layover and Berthing. Our existing facilities can accommodate many of the vessels required for the CFS. However, the most efficient plan that minimizes positioning time (what the RFP refers to as Dead Heading) and centralizes layover vessels and crews entails a layover facility within the operating area of the CFS. Our service hour calculations and our proposal are based on a layover plan of this type.

The primary alternative for a layover facility would be at Atlantic Basin. It would require marina style berthing for up to 12 vessels, with shore power, water and sullage pump out capability. Such a facility could be installed on the Pier 12 side of the Basin and activate a portion of the facility that has been underutilized to date, while preserving the other revenue-producing slips on the Pier 11 side of the facility. Our proposal assumes that (i) the cost of the improvements to the facility, which we estimate will cost approximately \$800,000, would be a capital cost under the DockNYC program and that we would pay rent for use of the facility in an amount to be determined and (ii) the term of the arrangement for the use of Atlantic Basin (and therefore of the DockNYC arrangements at Atlantic Basin) would be coterminous with the contract for the CFS.

In addition, crew quarters should be co-located at the layover facility and we propose to use for this purpose the available interior space at the Pier 11 shed, on terms and conditions to be determined. We are prepared to consider other locations for the layover space should EDC so prefer.

Our service hour calculations and our proposal also assume the availability, without cost, of certain of the more remote landings for overnight berthing of the vessels servicing that route. We have assumed that two vessels for each of the Rockaway Route, Soundview Route and Astoria Route will have use of those landings for overnight berthing.

Maintenance Facility. We may perform light maintenance activities at the layover site but in general major maintenance projects, including those that require hauling of a vessel, will take place at our existing maintenance facility and thus we have not included the amortization of significant capital costs relating to a maintenance facility in our projections.

Fueling. With an estimated 3.5 million gallons of fuel to pump annually on a 24-hour, 365-day basis, we do envision expanding our fueling infrastructure and the amortization of the capital costs thereof are included in our projections as part of the price per gallon for fuel.

Labor-M/WBE. NY Waterway is not a certified minority or women owned business enterprise; however, we are an equal opportunity employer whose ranks are comprised of over 50 percent minority employees. NY Waterway always makes a "good faith effort" to utilize and employ Disadvantaged Business Enterprises and does not discriminate when selecting the companies that support its operations. This effort has received affirmation through the Company's contractual relationships with the Port Authority of New York and New Jersey, the Metropolitan



Transportation Authority, New York City Economic Development Corporation, New York City Department of Transportation, New Jersey Department of Transportation, and NJ Transit, all of which have Minority or Women owned Business Enterprise goals. Our proposed Rockaway bus provider is a certified Minority or Women-Owned Enterprise. However, to approach the M/WBE goals set out in the RFP requires that we identify vessel operators that are qualified from a safety and experience perspective with operating vessels in New York harbor to whom we might subcontract further service hours or that we identify an M/WBE fuel supplier. While we have not yet identified minority or women-owned enterprises that can fulfill those roles, we are prepared to work closely with EDC to identify other M/WBE certified enterprises to address those needs.

Mesh Network. The plans for ticketing, mobile ticketing, vessel locators, passenger information displays and real-time information sharing described elsewhere in our proposal will be enhanced by the further deployment of our mesh network throughout the operating sphere of the CFS and our proposal assumes that we will be provided access to the upland sites necessary for the network. We have historically been able to secure homeland security funding for the majority of the cost of the mesh network and we believe we will be able to do so for the expansion of the network to the entire CFS. Our projections were prepared on the basis of that assumption.

System Support Services

Mobile Ticketing and Locator/Journey Planner. NY Waterway was the first transit system in the country to introduce mobile ticketing. Today, between 40% and 45% of the daily weekday ticketing on the East River Ferry takes place through our mobile ticketing platform. We have engaged the developer of our mobile ticketing app (Bytemark Inc.) to develop a mobile ticketing app on all major platforms for the CFS and the cost to develop, host and maintain that system is included within our pro forma financial presentation or will be included within our pre-launch budget. The app will include a vessel locator and journey planner so that passengers will be able to monitor vessel positions directly from their phones and determine their route to the ferry. This component was developed by HaCon, GmbH, a German software development company and frequent partner of Bytemark. HaCon has developed a demonstration model of the app that includes a vessel locator and journey planner, which integrates GTFS data from the MTA into the East River Ferry and NY Waterway GTFS data. It can be downloaded from the following link and will include instructions on basis features:

Download-URL (for Android and iOS):	
User:	

HaCon has also developed a web prototype of a vessel locator and journey planner that integrates with various New York City transit systems so that passengers can plan their entire trip. The link to this web interface is:



We include this latter link to demonstrate an alternative that we and EDC may want to consider. However, the cost of this more expansive journey planner is not included in either our pro forma financial presentation or within our pre-launch budget. See also Appendix Six which contains a detailed description of Bytemark, its mobile ticketing platform and its reporting capabilities and of HaCon and its journey planner.

Ticketing-Ticket Vending Machines. Our capital plan for the CFS also includes the deployment of two ticket vending machines at each of the landing sites, at least one of which will include a cash purchase option. We also envision ticket agents located at key landing sites and during certain key seasonal day parts. The pro forma financial information included herein details our intended ticket agent hours, the cost thereof and the cost of related ticketing costs such as ticket supervisors, TVM maintenance and armored car service. We have assumed, as outlined in the RFP, that each landing barge will have the facilities to accommodate both ticket vending machines and ticket agents, including power and internet connectivity.

Customer Service. We will establish a dedicated customer service operation for the CFS, staffed during all hours in which vessels are operating on the CFS.

Marketing and Public Relations. We intend on pursuing a similar marketing campaign with respect to the CFS as we did for the East River Ferry service, focused on neighborhood engagement and outreach and identifying those community partners that can help extend the reach of our message. The participation of city agencies will again be critical to that effort through access to such advertising media as the lamppost banners that were and remain a key element of the marketing campaign for the East River Ferry. If we are successful in identifying a brand sponsor, engagement with that sponsor will also be a central component of our marketing plan.

Concessions. The commissary function to supply 17 vessels at remote locations throughout the City, and the number of additional vessel service hours that function entails, makes it impractical to include an on-board concession operation in our initial plans or to include concession revenue in our projections. We have utilized local vendors in the past on the East River Ferry and we will continue to explore those opportunities, particularly on some of the longer runs such as the Rockaway Route, but we believe it is more appropriate to focus these efforts on the upland landings which we understand are not part of the operator's jurisdiction.



Shuttle Buses

We intend to continue to operate the East River Ferry shuttle bus at East 34th Street as outlined in the RFP from our existing fleet of buses. We will contract with a third party to operate the shuttle bus required in connection with the Rockaway Route. The Rockaway bus provider is a certified Minority or Women-Owned Enterprise.

Required Subsidy

We note at the outset that, contrary to the experience with the East River Ferry where the majority of revenue is realized from the fare box and not the subsidy, the reverse will be true with the CFS, including the Add Alternate version of the East River Ferry service due to the City's decision to substantially reduce the fare structure and, to a lesser but still meaningful extent, expand the hours of operation. We furthermore do not expect costs to decline over time nor do we expect potential ridership gains from the reduced fare structure to meaningfully impact this new balance between fare box and subsidy. In light of the fare structure contemplated by the RFP, anticipated ridership and the extensive nature of the number of service hours required as part of the CFS, we do not believe it is realistic to expect the CFS to be self-sustaining at any point in time. In fact, while we do project ridership gains over time, we anticipate normal increases in costs over time in line with typical changes in inflation that will not be absorbed by those ridership gains in light of the significant degree to which anticipated costs exceed anticipated fare box revenue (we address fuel costs separately below). We project those ridership gains, however, from a lower base than is suggested by the ridership claims in the RFP. Our experience with the East River Ferry leads us to different conclusions. We note that while the RFP suggests that revenue in excess of costs of operation plus an operations fee should translate in some manner to a participation payment to the City, the risk that the fare box portion of that revenue stream covers costs in excess of the subsidy is entirely with the operator, as is the risk that costs as actually incurred exceed current estimates. We do not subscribe to that methodology.

Our proposal is therefore predicated on three key assumptions: (i) a significant subsidy that does not decline over time will be required throughout the duration of the CFS, including any renewal term; (ii) we do not propose to revisit our cost structure with EDC during the term of the CFS nor reduce compensation over time as suggested by the RFP based on costs as they are actually incurred; and (iii) participation payments will be from a combination of fare box revenue derived from ridership in excess of 5.5 million riders annually and from non-fare box sources, as outlined below. In addition, in light of the foregoing, there should be no requirement for providing any financial information beyond the type of information that we currently share with EDC with respect to the East River Ferry service.

New Routes. Our proposal is that the required annual subsidy in respect of the five new routes outlined in the RFP is \$ starting with the launch of the 2018 Routes (the "Full Annual Subsidy"). During the period beginning with the launch of the 2017 routes until the time the Full Annual Subsidy is payable, our proposal is that the required annual subsidy is ______. The



foregoing amounts do not include the adjustment to the East River Ferry subsidy described below under the heading "Add Alternate Route." We note that substantially all of the costs of implementing the full CFS, other than the direct operating costs associated with the 2018 routes, will be incurred as part of the initial launch of the 2017 routes.

Add Alternate Route. In light of the reduced fares contemplated by the CFS as compared to the current East River Ferry fare structure and the increased service hours contemplated by the RFP compared to the current contractual schedule on the East River Ferry (and even factoring in a modest increase in ridership due to the new fare structure), the required subsidy for the Add Alternate Route will need to be increased from annually to annually to annually, commencing on the launch date of the 2017 routes. The increased subsidy reflects the revenue loss based on ridership levels and the increased service hours; we have not included in our request the anticipated revenue loss from the growth in ridership that is expected on this route after the launch date of the new routes.

All of the foregoing subsidies would be payable quarterly in advance.

Participation Payment. As noted above, we propose participation payments to EDC from a combination of fare box revenue derived from ridership in excess of 5.5 million riders annually and from non-fare box sources. Specifically, we propose to pay (i) the average net fare box revenue per passenger in each full year of operation of the CFS (in essence, commencing with the first full 12-month period in which all of the routes contemplated by the CFS are operational) multiplied by the number of riders in such year in excess riders, plus (ii) We have had preliminary discussions with groups that we believe would be of assistance in evaluating and selling sponsorship opportunities in connection with the CFS and, while it is premature to have engaged in substantive discussions with prospective sponsors, we do believe there may be an opportunity to monetize these resources depending in large part on the extent of the availabilities we and the City can create. Naming rights, boat wraps, signage, lamp post banners, branded mobile ticketing app and all of the myriad additional ways in which a sponsor's brand might be associated with the CFS need to be evaluated and an agency suited for the task needs to be engaged, all of which we believe we are in the best position to do, with the critical input and approval from EDC and other city agencies.

Pre-Launch Funding. The operating subsidies outlined above cover only the periods when the CFS is in operation. We will incur significant start-up and operating costs in advance of the launch dates which should be separately addressed through pre-launch funding by EDC:

Pre-opening labor to train the 30 new captains and 60 new deckhands required for the CFS
and related human resources costs to hire those crews (we believe six weeks of payroll for
the pre-launch vessel crew staffing will be required).



- Vessel operating costs during the pre-launch testing phase (we assume approximately one month in the aggregate of such usage).
- Carrying costs for the acquisition and construction of new vessels.
- management overhead that is fully engaged at least three months in advance of launch of the first new routes.
- Cost sharing for the deployment of the mesh network (we believe that we will be able to secure homeland security funding for the expansion of the mesh network and that the cost share will be limited to such deployment costs).
- Development of a mobile ticketing application dedicated to the CFS.
- Ticket vending machines at all of the new landing sites.

During the finalization of a definitive contract for the CFS, we would work with EDC to identify and minimize the foregoing costs. We propose that EDC cover the foregoing out-of-pocket pre-launch costs without any mark-up, overhead or other charges added thereto.

CPI Adjustment. As noted above, we anticipate normal increases in costs over time in line with typical changes in inflation that will not be absorbed by gains in ridership gains due to the significant degree to which anticipated costs exceed anticipated fare box revenue. Since fuel costs roughly approximate anticipated fare box revenue and since increased fuel costs are addressed separately below, our proposed CPI adjustment would apply directly to the requested subsidy payments. The annual subsidy would be increased annually by the percentage increase, if any, in the "Intracity Transportation" expenditure category under "Transportation-Public Transportation" in the Consumer Price Index for All Urban Consumers (CPI-U): U.S. City Average, Detailed Expenditure Categories, published by the U.S. Department of Labor, Bureau of Labor Statistics.

Fuel Adjustment. Fuel represents the single largest cost in the operation of the CFS and perhaps the greatest risk. While the price of fuel is at a low level in terms of recent history, there continues to be substantial volatility in the price of oil and most importantly great uncertainty as we look out over the expected term of the CFS. At the fare structure contemplated by the RFP, there is also great uncertainty about the ability of an increased fare to fully compensate for even a modest increase in fuel costs without a substantial impact on ridership.

We therefore propose a two-pronged approach to the cost of fuel. First, fares may be increased from time to time to recapture the increased costs of fuel over an initial floor of such increased costs to be allocated over the most recent annual ridership on the CFS (or in the event less than a full 12 months of ridership history is available, based on our reasonable estimate of projected ridership for the succeeding 12 months after the proposed fare increase). Second, in the event of fare increases from time to time that aggregate at least per full paying passenger in excess of the initial fare on the CFS, then in lieu of increasing fares beyond above the initial fare, the required subsidy shall be increased from time to time to cover the



increased fuel costs in excess of the amount that is anticipated to be recovered from the increased fare structure.

Term; Renewal Term; Non-Renewal Contribution. We understand the proposed term of the CFS for a Comprehensive Response bidder will be six years from the date of launch and that EDC shall have the right in its discretion to renew for an additional term of five years. Our proposal for the renewal term is a continuation of the terms and conditions in effect during the initial term, except that if permitted under the RFP we propose that the basic single trip fare be adjusted to be equal to that of a single trip subway/bus fare; if not permitted under the RFP, we may revisit the proposed terms and conditions for the renewal term. We require 18 months advance notice of EDC's election to renew the CFS in order to assure that the vessels needed to continue the service are available for the renewal period.

As noted above, we do not believe it is realistic to expect the CFS to be self-sustaining at any point in time. Moreover, the limited initial term of six years is not sufficient to amortize the substantial capital investment required by an operator to launch the CFS. While we have ameliorated the impact somewhat through utilization of our current fleet, our substantial existing infrastructure and the vessel subcontract arrangements described herein, we nonetheless believe that a substantial contribution by EDC to that capital outlay would be required in the event EDC does not elect to renew the CFS contract. While the exact amount will depend on the final number of new vessels required for the CFS (which will be determined as the CFS contract is finalized), we believe that half of the then unamortized cost of those new vessels (based on a 15-year amortization schedule) should be addressed by EDC.

Landings and Landing Fees. We are prepared to work closely with EDC on the design and construction of the new landing sites required for the CFS and on the required improvements to certain of the existing landing sites. Our proposal assumes that the current East River Ferry landing sites at Hunter's Point and Schaefer Landing are upgraded as part of the City's capital projects for the CFS to allow for improved ramp access to the landing barges and to comply with Local Law 68. We further assume that the final location of new landing sites and the configuration of those sites and any reconfiguration of existing landing sites are consistent with our navigational requirements and headway calculations and with our ridership projections. For example, the Astoria Route as currently configured in the RFP must depart from the south side of Hallet's Point in order to maintain the required maximum headways without adding a fourth boat to the service. Further, the siting of the Long Island City North landing to the north of Anable Basin would be inconsistent with our current ridership projections and would require reconsideration of certain aspects of our proposal.

We are concerned that certain heavily trafficked landing sites (in particular East 34th Street and Dumbo) will not be able to accommodate the number of landings contemplated by the CFS and other users, resulting in delays and missed scheduled departures. As operators of the East River Ferry service, we have already seen this occur when tour boats not as beholden to schedules linger in slips while boarding and disembarking. We therefore propose that, through our DockNYC



partnership with EDC or otherwise, we assume responsibility for at least the management of slip assignments and schedules at the CFS landing sites, with priority status given to the CFS vessels. We are prepared to do even more, if EDC wishes to consider formally adding sites to the DockNYC program. Our projections, however, are based on the assumption that routine maintenance of the landing sites and emergency repairs as may be necessary to keep the sites operational is the responsibility of the city agency with jurisdiction over the applicable landing site.

We also assume that the landing sites provided by EDC will be able to accommodate our ticket vending machines with connectivity and power and our ticket agents with protected places of operation.

We have not included landing fees in our pro forma projections beyond the amounts we currently pay for the East River Ferry. Any landing fees imposed by city agencies in excess of those amounts would be added to the amount of the requested subsidy.

Pro Forma Projections

In addition to the assumptions described elsewhere herein, the following key assumptions were made in the preparation of the pro forma financial information included in our proposal.

• We assume a net fare collection of \$2.50 per passenger. This reflects our historical experience with the manner in which monthly and 30-day passes and free passage for children impact the overall single trip fare. Given the already low subsidized fare, we do not envision any further discounts beyond a monthly or 30-day fare.

 Our proposal assumes that our calculation of service hours, positioning hours and layover hours accurately captures the schedules envisioned by EDC in the RFP. We have included a detailed schedule of our calculation of such hours. It includes a representative schedule

for each of the routes, which when implemented would have to be adjusted to maximize connections between routes while at the same time avoiding conflicts among slip assignments.

• The month-by-month figures in the Comprehensive Summary are based on all routes and will not add up to the year 1 totals since the latter numbers are the totals for routes that launch during 2017 only and the Add Alternate Route. The year 2 numbers assume the launch of the 2018 routes on the commencement of year 2.

• We have used an estimated fuel price of per gallon during 2017, inclusive of the amortization of anticipated fueling infrastructure costs, and an estimated consumption rate of per hour across all classes of vessels during revenue hours and positioning hours.



- We do not have enough information as this juncture to have included an estimate of sponsorship or advertising revenue and accordingly have not included any estimate of the anticipated participation payments to the City from that source.
- As noted, to avoid delays and missed departures from out-of-service vessels, our
 operations plan includes maintaining spare vessels at the layover facility. In addition, our
 proposal includes, and the pro forma financial information includes the cost of, a spare
 crew available at the layover facility during all hours of operation, so that a spare vessel
 can be immediately deployed to substitute for the out-of service vessel.
- As noted below under the heading "Governors Island Service," the three boats required
 for the South Brooklyn Route as currently configured in the RFP could also stop at
 Governors Island without affecting the number of boats required or the number of service
 hours. There would be a modest additional cost (due to the conversion of layover hours
 into service hours), but we believe it would be largely offset by increased ridership. As a
 result, the pro forma financial information included herein reflects no additional cost or
 revenue for adding Governors Island service.
- The projections reflect an increase in ridership and in operating costs.
- Our pro forma financial information includes not only a comprehensive presentation of all six routes and separately the five new routes in the aggregate, which we understand to be the revised required submission, we have also included separate route by route pro forma financial information including all allocated expenses, other than the cost of System Support Services. The separate route pro formas are based on certain system-wide assumptions that may not be applicable to an individual route when viewed on a standalone basis.



Savings through Route Adjustments

We recognize that Amendment #1 to the RFP eliminated any requirement for proposing Alternative Route configurations. We have therefore not included herein any formal projections or pro forma financial information on any such alternatives. However, in light of the significant costs associated with the CFS as outlined in the RFP, we describe here several alternative configurations that reduce service hours and in some cases the number of vessels required to operate the CFS without, in our view, compromising the goals of the CFS and its projected ridership. While we have not determined the impact of these alternatives on the amount of the required subsidy, we believe that it would be material, particularly if some combination of the following alternatives and the hours of operations adjustments described below were implemented. The service hour reductions outlined below are comprised of a combination of service hours, positioning hours and layover hours. In addition, we note here that our proposal assumes our ability to add one additional stop to each of the routes, provided it does not materially interfere with required headways. Such additional stop would require the approval of EDC, not to be unreasonably withheld, and would not require any additional subsidy even if such expansion requires the deployment of an additional vessel to maintain required headways.

Bay Ridge as Part of Rockaway Route. If the Bay Ridge Landing were included in the Rockaway Route instead of the South Brooklyn Route, the South Brooklyn Route could be operated with two vessels instead of the three vessels required for its current configuration and, based on our recent time trials, both the South Brooklyn Route and the Rockaway Route would operate within the maximum headways and travel times outlined in the RFP. Importantly, the foregoing remains the case even if Governors Island is added to the reconfigured South Brooklyn Route. Brooklyn Army Terminal would remain a stop on both the Rockaway and South Brooklyn Routes. This alternative configuration not only reduces the overall vessel requirements for the CFS by one, the overall number of service hours for the

Astoria Route Combined with Lower East Side Route. The CFS outlined in the RFP over-services Long Island City North with two routes that cover the one location. Furthermore, we do not believe that express service between East 34th Street and Pier 11 is material to the success of the Astoria Route; a passenger boarding at Long Island City North has a four-stop 20 minute ride to Pier 11 on a combined Astoria/Lower East Side Route. Instead of three vessels servicing each of the Astoria and Lower East Side Routes, a new four-boat configuration encompassing all of the landing sites within those two routes could operate within the maximum headways contemplated by the RFP. This alternative configuration not only reduces the overall vessel requirements for the CFS by two, the overall number of service hours for the CFS is reduced by approximately



Astoria Added to Soundview Route; Astoria Route Remains but Terminates at East 34th Street. As an alternative to combining the Astoria and Soundview Routes, the Soundview Route could stop at Astoria before continuing down the Upper East Side, thus providing Astoria passengers with a downtown trip similar in duration to the current Astoria Route. Our time trials indicate that the Soundview route could be operated with the same three boat configuration as currently required without the additional Astoria stop. The Astoria Landing would remain a stop on the Astoria Route but this route would terminate at East 34th Street. Long Island City North passengers desiring a one-seat ride downtown rather than changing at East 34th Street could walk the short distance to the Hunters Point South Landing. This alternative configuration reduces the overall vessel requirements for the CFS by one and reduces the number of service hours by approximately

As noted above, the Astoria Route as currently configured in the RFP must depart from the south side of Hallet's Point in order to maintain the required maximum headways without adding a fourth boat to the service. In lieu of a fourth boat on this route, a 25-minute maximum headway would be necessary for the landing to be located on the north side. However, if this alternative configuration is adopted, the Astoria Landing could be located on the north side of Hallet's Point without affecting the headways on the Soundview Route or the Astoria Route that terminates at East 34th Street.

Savings through Hours Adjustments

We recognize that a robust transportation service must provide substantial off-peak hours coverage in order to fully serve its ridership. We nonetheless believe that the 6:30 a.m. to 10:00 p.m. daily, year-round requirement of the RFP can be modified during certain seasons without compromising those goals. Specifically, we recommend consideration of the following schedule changes that we do not believe would materially impact ridership or service (the service hour reductions outlined below are comprised of a combination of service hours, positioning hours and layover hours):

Winter Weekend Hours Adjustment. The weekend schedule on all routes during the Winter Season could operate instead between 9:00 a.m. and 7:00 p.m. with a savings of approximately 1,200 hours.

Winter Weekends Rockaway Adjustment. Approximately could be saved if the weekend schedule on the Rockaway Route during the Winter Season was limited to a one-boat service (two-hour rather than 90 minute maximum headways).

Shoulder Season Weekend Hours Adjustment. Extending the 9:00 a.m. to 7:00 p.m. schedule to weekends during the Shoulder Seasons would save an additional approximately 850 hours.

Shoulder Season Adjustment to Rockaway Weekend Service. Approximately 400 additional hours could be saved if the weekend schedule on the Rockaway Route during the Shoulder Seasons was limited to a one-boat service.



Summer Weekends 8:00 A.M. Start Adjustment. Approximately hours could be saved if weekend service during the Summer Season commenced at 8:00 rather than 6:30 a.m. The current East River Ferry service, which will remain the most popular route on the CFS, begins its summer weekend days at 9:00 a.m.

Governors Island Service

The three boats required for the South Brooklyn Route as currently configured in the RFP could also stop at Governors Island without affecting the number of boats required or the number of service hours. Adding Governors Island in this manner would convert approximately from layover hours to service hours but the cost impact is not material to our overall proposal and we believe would be largely offset by increased ridership. We have therefore not made any adjustment to the requested subsidy to add Governors Island to the South Brooklyn Route. This remains true if the alternative two-boat South Brooklyn Route configuration described above is implemented. As a result, the pro forma financial information included herein reflects no additional cost or revenue for adding Governors Island service.

Contracting Party

If we are selected as EDC's partner for the CFS, we may elect to enter into a contract for the service in the name of a newly formed entity, jointly owned by Billybey and PIFC. The vessels and other assets needed for the CFS will be owned or chartered by this new entity.



Section One: Company Information

Port Imperial Ferry Corp. and Billybey Ferry Company, LLC are responding jointly to the NYCEDC Request for Proposals for a Citywide Ferry Services Operator as NY Waterway. The operating relationship between the entities dates back to 2005 when the two companies entered into an operating agreement to maximize efficiencies and reduce costs for the entire operation. Collectively the company provides transportation services for over 90% of the daily ferry passengers in New York Harbor. Combined they own, operate and maintain a fleet of 37 vessels with a value of over . These vessels operate in an area that stretches over 100 miles from Monmouth County, New Jersey, to Orange County, New York. The operation consists of over 370 employees providing 2,000-plus transits per day between 25 different docking locations (during the peak season) including Governors Island, Battery Maritime Building and Slip 6 in Brooklyn.

The company, through the use of its own fleet of buses and relationships with other major transportation providers, seamlessly connects intermodal transit points throughout New York City and the adjacent region. In 2014 NY Waterway safely carried over 11,000,000 commuter passengers on its ferries and buses.

NY Waterway has designed, built and presently manages many of its terminals and is known throughout the industry for its innovative approach to terminal and docking designs. The company also performs all of its facility and vessel maintenance and has an unsurpassed record for service reliability. Innovative terminal design and management, fleet maintenance, reliable service and a 28-year commitment to the region's transportation infrastructure are the qualities that NY Waterway proposes to bring to the Citywide Ferry Services.

Successful ferry operations require more than vessels and terminals they require an unfailing commitment to customer satisfaction and service. All of NY Waterway's over 370-plus employees, the front line for customer service, reflect the company's overall commitment to excellence. Over the years, NY Waterway has developed a highly trained staff that is capable of providing the level of customer service necessary to make each and every route associated with the Citywide Ferry Services an operational success.

Whether it's the planned expansion of routine commuter service or a response to one of the many emergency situations that require immediate and decisive action, NY Waterway has been able to provide the equipment and manpower necessary to meet the public's demand for waterborne transportation service. This capability has been demonstrated by the company's ability to forge public-private partnerships with various public agencies including the Port Authority of New York and New Jersey, NJ Transit, the New York City Economic Development Corporation, New York City Department of Transportation, the City of New York Parks and Recreation, The Trust for Governors Island, Metro-North Railroad, The County of Monmouth and National Parks Service.



Company Background and Formation

Port Imperial Ferry Corp and Billybey Ferry Company LLC are corporations formed in the State of New Jersey and Delaware respectively. The corporate addresses for both companies are:

Port Imperial Ferry Corp.

4800 Avenue at Port Imperial Weehawken, New Jersey 07086

Billybey Ferry Company, LLC

4800 Avenue at Port Imperial Weehawken, New Jersey 07086

Primary Contact

Paul Goodman 451 12th Avenue New York, New York 10018 (201) 902-8700 goodman@

Presently both companies qualify to do business in the States of New York and New Jersey. They each have current operating contracts and licenses with various New York and New Jersey public sector partners including the Port Authority of New York and New Jersey, NJ Transit, the New York City Economic Development Corporation, New York City Department of Transportation, The County of Monmouth and Metro North Railroad. Additionally, the companies have a regulatory relationship with the United States Coast Guard Sector New York in the form of vessel documentation and terminal and vessel security plans.

The principals of the two ferry companies comprising NY Waterway have a long history of providing service to the residents of the New York City metropolitan area in many fields. They are all natural borne United States citizens and reside within the immediate area. The principals of the ferry companies are listed below.



Ferry Company Principals

Arthur E. Imperatore, Sr., President of Port Imperial Ferry Corp.

As founder and President of Port Imperial Ferry Corp., Arthur E. Imperatore has developed a safe, reliable, environmentally sound commuter ferry, which has transported more than 150 million people since 1986. Despite the skeptics who derided his vision as "Arthur's Folly," Imperatore has drawn from his personal, hands-on commitment to excellence and more than 50 years of transportation industry experience to pioneer a system which today is an international model for effective, coordinated mass transportation systems.

Born of modest means in West New York and raised in Hudson County, Imperatore and his brothers founded the A-P-A Transport Corp. and built it into the most successful short-haul trucking concern in the nation. The Imperatores instituted innovative transportation systems and developed detailed productivity and efficiency systems, which are emulated today by businesses in numerous industries.

Throughout the years, Arthur Imperatore has received many awards for his corporate and humanitarian contributions, including three honorary doctoral degrees, the prestigious Horatio Alger Award and the first U.S. Senate Productivity Award, which was presented to him by New Jersey Senator Bill Bradley.

Armand Pohan, Chairman of Port Imperial Ferry Corp.

Mr. Armand Pohan has been Chairman of the Board of Port Imperial Ferry Corp. since 2001, and a director and owner of the Company since its incorporation in 1986. He holds a B.A. degree *magna cum laude* from Harvard College, and a J.D. degree from Harvard Law School. Mr. Pohan was admitted to the bar in New Jersey in 1967, and practiced law at the Newark firm McCarter & English, Esqs. where he became a partner in 1976. He served as Vice President of A-P-A Transport Corp. from 1977 to 1983 and as President from 1983 to 2002. He also currently serves as a Councilman in the Borough of Fort Lee, NJ, and as Chairman of the Board of Directors of the Steamship Mutual Insurance Company Limited, one of the world's largest underwriters of marine protection and indemnity insurance.

Arthur E. Imperatore, Jr., Executive Vice President of NY Waterway

Arthur E. Imperatore, Jr. holds several positions of leadership within the regional real estate and transportation industries. First, he is the President and CEO of Romulus Development Corp., a codeveloper of, among other projects, the Port Imperial development site in Weehawken and West New York, New Jersey. Mr. Imperatore is also the Executive Vice President of NY Waterway. Mr. Imperatore also serves as an Adjunct Professor of Real Estate and Urban Development at the Graduate School of Architecture, Planning and Preservation at Columbia University (GSAPP), and specializes in the history of American Real Estate Development. Mr. Imperatore attended St.



Paul's School in Concord, New Hampshire; holds a Bachelor's Degree in History from Yale University; a Law Degree from the Columbia University School of Law, where he was an editor of the Columbia Law Review; and a Master of Science in Real Estate Development from the Columbia University GSAPP.

William B. Wachtel (Billybey Ferry Company LLC)

Mr. Wachtel is the founding partner of Wachtel, Masyr & Missry LLP, a law firm comprised of approximately 40 attorneys specializing in domestic and international business transactions. He is also founder of the Drum Major Institute, a non-partisan, non-profit organization dedicated to providing a sustained environment for the open discussion of major policy issues, and co-founder with Ambassador Andrew Young of Why Tuesday?, a non-profit dedicated to increasing voter turnout. Mr. Wachtel was admitted to the bar in 1979, after receiving his J.D. from Columbia University as a Harlan Fisk Stone Scholar. He also serves on the board of several companies as well as the City University New York Business Leadership Council. Mr. Wachtel is a co-owner of Billybey Ferry Company LLC and began his involvement in the marine transportation industry in 2004 with the acquisition of several vessels and routes operating in New York Harbor.

Paul Goodman, Chief Executive Officer of Billybey Ferry Company

Paul Goodman is the Chief Executive Officer and co-owner of Billybey Ferry Company, LLC, which provides ferry service between Manhattan and New Jersey (Hoboken and Jersey City) and along the East River, making stops in Long Island City (Queens); Greenpoint, North and Schaefer Landing, and DUMBO (Brooklyn). Mr. Goodman is also the Chief Executive Officer and co-owner of Hudson Leasing Company, which owns and leases marine equipment. Mr. Goodman was formerly the CEO and owner of Chelsey Broadcasting Company, LLC, a middle market network-affiliated television stations throughout the United States. From April 1993 to December 2002, he was a member of the law firm Shack Siegel Katz Flaherty & Goodman, P.C. and prior to that, from January 1990 to April 1993, was a member of the law firm Whitman & Ransom. Mr. Goodman resides with his family in Manhattan, NY.

Key Personnel and Commitment

The combined ferry companies have over 370 employees in the field and at the corporate offices. The CFS as planned will add an additional 146 new employees with the majority of these coming from New York City. The current staff and particularly key management personnel are prepared to commit the time and resources necessary to start and operate the CFS services. NY Waterway has repeatedly demonstrated its capabilities to meet the most stringent deadlines and most recently with the startup of the East River Ferry. Key management personnel include:



Lorenzo Vanore, CPA, Chief Financial Officer of Billybey Ferry Company

Lorenzo Vanore is the Chief Financial Officer of Billybey Ferry Company, LLC since joining the Company in March 2008. In addition, Mr. Vanore has served as the Chief Financial Officer of several companies with sales of up to \$100 million, including BenchMarc Restaurants, Great Performances, Rothstein, Kass and Company, The Globecon Group, Ltd., TAM Restaurants, Inc., a publicly traded restaurant group; Ecce Panis, Inc., a startup retailer and wholesaler of food products and New York Cruise Lines, Inc. ("NYCL") which owns and operates two major food service, catering and entertainment subsidiaries, Circle Line and World Yacht. Prior to joining NYCL in 1984, Mr. Vanore was employed in the capacity of Vice President of Financial Services for a 70 unit publicly traded restaurant chain and meat wholesaler.

Mr. Vanore graduated with honors from St. John's University. He is a Certified Public Accountant in NY and NJ and currently serves on the Board of Trustees for the New Jersey State Society of CPA's, as Past President and current Board member of the NJSCPA's largest Chapter, and as the Past Chairman and current Board member of the Statewide Hospitality Committee of the New York State Society of CPA's.

Alan Warren, Vice President of Operations of Port Imperial Ferry Corp.

Alan Warren is the Vice President of Operations for NY Waterway, where he oversees the transport of 30,000 passengers on a daily basis. Mr. Warren supervises all aspects of ferry maintenance and operations for 35 vessels. Over the past several years, he has participated in the initiation of several new routes including the current East River Ferry service. In addition, he has developed numerous plans for high capacity events including major concerts events on Governors Island, Randall's Island and throughout the New York harbor. He implemented and continues to oversee the Clean Air Project for NY Waterway which will make NY Waterway's fleet the cleanest fleet in the NY Harbor. Alan Warren is a graduate of William Paterson University.

Donald J. Liloia, Senior Vice President of Billybey Ferry Company

Donald J. Liloia is Senior Vice President for Billybey Ferry Company LLC and NY Waterway, where he specializes in the development of marine operations and facilities. For over twenty years, he has been involved in the planning and development of marine operations and facility development in New York City including the most recent East River Ferry start up. He graduated from Syracuse University with a Bachelor Degrees in Landscape Architecture and Environmental Science and holds a Master Degrees in Urban Planning and Historic Preservation from Columbia University.

Mayda Whelan, Director of Human Resources

Mayda Whelan is the Director of Human Resources for NY Waterway since 2008 and exhibits hands on experience in human resources management, employment litigation and training. She has been affiliated with the principals of NY Waterway since 1986 at which time they owned



A-P-A Transport Corp. Ms. Whelan has also served as the Manager of Liability and Claims where her experience in claim analysis, claim validity and value has resulted in enormous savings and mitigated litigation for the company. Among her greatest strengths are her risk assessment capabilities which are predicated upon her logical thinking, facts assessment and people intuition. Her current role in the company includes oversight and management of the entire recruiting process - from entry level to executive management. She manages an environment of multi labor representation, discipline, corrective interviews and termination. Ms. Whelan is a skilled communicator and negotiator, with extensive experience in labor recruitment, negotiations and arbitrations. Ms. Whelan was born in Cuba and came to the U.S. 53 years ago. She resides in Allentown, NJ with her husband and enjoys spending time with her son and three grandchildren.

Paul Samulski, Vice President of Marketing of Billybey Ferry Company

Mr. Samulski oversees the creative & marketing efforts of the popular East River Ferry project as well as other NY Waterway business. He was also part of the team that represented the Karsan V1, one of the three finalist vehicles in the recent Taxi of Tomorrow competition in NYC. Paul spent 20+ years in the video game industry as Head of Product Development, New Technologies and Licensing for both Acclaim Entertainment and NewKidCo Games, supervising the activities of numerous development studios world-wide and also consulted for companies such as Nintendo, SONY, and Microsoft. He negotiated licenses and managed relationships with MLB, NFL, NBA, NHL, NASCAR, Disney, Universal, 20th Century Fox, and other sports organizations and entertainment studios. Mr. Samulski overlapped that with work as Creative Director/Executive Producer at Action Sports Adventure Productions, Founder/Creative Director of ALUNA Productions, and Partner/Creative Director of the G/A/M/E (Games and Music Experience) Tour. Mr. Samulski started his career in the toy industry with positions as Senior Director of Product Development at Matchbox Toys and EVP/Creative for LIN Toys, (where he was also part of the Thundercats creative team.) He is also currently the Owner/President of the Albany Dutchmen of the Perfect Game Collegiate Baseball League. Mr. Samulski resides in Manhattan with his wife. They have one child who also lives in NYC.

Jonathan J. Figueroa, Director of Facilities of Billybey Ferry Company

Jonathan J. Figueroa is the Director of Facilities and USCG Facility Security Officer for Billybey Ferry Company LLC. Mr. Figueroa served a primary role in the implementation of the East River Ferry service. With over 12 years' experience in the Maritime industry, he is responsible for the daily operation of 13 ferry landing locations including maintenance, ticket operations, and ferry service schedules. He serves as the company liaison for agencies such as NYC Department of Transportation, NYC Economic Development Corp., The Port Authority of NY and NJ, and NJ Transit. He also serves as the Purchasing Manager for the ompany. He attended the State University of New York College at Cobleskill and the City University of New York, City College majoring in Management Administration, Finance and Economics.



Vincent Lucante, Senior Port Captain of Port Imperial Ferry Corp.

Vincent Lucante is a Senior Port Captain for NY Waterway. His responsibilities include training all employees in the piloting and steering of vessels by the pilot house controls, directing crew in performance of operations, ensuring safe and proper accomplishment of work, monitoring and enforcing overall safety requirements, and conducting inspections of the company fleet to ensure any deficiencies are rectified immediately. Mr. Lucante is NY Waterway's primary liaison with U.S. Coast Guard Sector New York. He also is an instructor for First Aid/CPR/AED certification. Mr. Lucante is a Supervisor of the Readiness Unit, Operations Division and he is a primary member of the Regional Response Team and an alternate member of the NY Harbor Port Readiness Committee. He has a major in Maritime Education from Harry Lundberg Maritime Institute and holds a 1600 gross ton master license.

Michael Starr, Port Captain of Port Imperial Ferry Corp.

Michael Starr is a Port Captain for NY Waterway. He is responsible for the scheduling and assignment of 85 deckhands, 43 captains and 35 vessels servicing over twenty ferry routes within an operating area extending from Monmouth County to Orange County, NY and responsible for the fleet fueling operation and related environmental regulatory compliance. He also serves as the liaison to U.S. Coast Guard and NYC Department of Transportation. He has a Bachelor of Science in Marine Biology from University of New England.

Alan Siperstein, Port Captain of Port Imperial Ferry Corp.

Alan Siperstein is a Port Captain for NY Waterway. He is responsible for supervising and managing of 85 deckhands, 43 captains and 35 vessels. He is a member of IGFA Certified Captain and a member of Seafarers International Union. Mr. Siperstein attended the University of Hartford.

Robert Matticola, Director of Homeland Security & Safety of Port Imperial Ferry Corp.

Robert Matticola is the Director of Homeland Security & Safety for NY Waterway. He manages and directs all homeland security, special events security and corporate security and safety matters. Mr. Matticola is responsible for the safety and security of 35 vessels, 12 ferry terminals and 400 employees and several million passengers a year. He developed and managed the USCG-approved company security programs and coordinates all security, counter-terrorism and safety training for the company. He is a member of NY/NJ Harbor Operations Committee, The Emergency Preparedness and Response Committee and the Trans-Hudson Emergency Evacuation Committee. Mr. Matticola is a graduate of Rider University with a Bachelor of Arts Degree in Political Science.



Ralph Staiano, Director of Ferry Maintenance

Ralph Staiano is the Director of Ferry Maintenance for NY Waterway. He manages the maintenance department to ensure all 35 vessels are in proper working order and ready for service. Mr. Staiano oversees a staff of 30 people and is responsible for all aspects of vessel maintenance and fueling. Mr. Staiano oversees the training of all maintenance employees, maintains maintenance records, and is responsible for the maintenance facility environmental compliance.

Contracting Party. If we are selected as EDC's partner for the CFS, we may elect to enter into a contract for the service in the name of a newly formed entity, jointly owned by Billybey and PIFC. The vessels and other assets needed for the CFS will be owned or chartered by this new entity.



Section Two: Response Description

Billybey Ferry Company, LLC and Port Imperial Ferry Corp. are jointly submitting a Comprehensive Response to the New York City Economic Development Corporation's Request for Proposals dated March 27, 2015 to operate a citywide ferry system. The response addresses all of the Scope of Services identified in Section 7 of the RFP including:

- Pre-Launch Plan (see Section Four)
- Ferry Operations Plan for all six routes (see Section Four)
- Traveler Information (see Section Five)
- Reporting (see Section Five)
- Marketing System-wide (see Section Five)
- Ticketing System-wide (see Section Five)
- Customer Service System-wide (see Section Five)
- Add Alternative Route Configuration as part of the Comprehensive Response. (see Section Four)
- Vessel Particulars Description (see Appendix One)
- CFS Pro forma and Financial Projections (see Appendix Eight)
- Ridership Projections (see Appendix Three)

Additionally, this response addresses the other general requirements including:

- Operating Experience (see Section Three)
- Minority and Women-Owned Business Enterprises ("M/WBE") Plan (see Section Six)
- Workforce Development & Education Plan (see Section Six)
- Staffing Plan (see Section Six)



Section Three: Operating Experience

The principals of NY Waterway have acquired a hard-earned reputation for excellence in the transportation field. By adopting a commitment to providing consistent, high quality service, NY Waterway has grown to become the regions most experienced and successful privately owned provider of passenger ferry services. NY Waterway began operating as Port Imperial Ferry in 1986 with a single vessel and over the past 28 years the company has, through a well-planned and incremental approach, grown to become the nation's premier private ferry operator and is largely responsible for the resurgence of ferry operations in the New York Harbor.

In 2014, NY Waterway safely carried over 11,000,000 commuter and leisure passengers. The company, through the use of its own fleet of buses and relationships with other major transportation providers, seamlessly connects intermodal transit points throughout New York City and the adjacent region. NY Waterway has designed, built and presently manages many of its terminals and is known throughout the industry for its innovative approach to terminal and docking designs. The company also performs all of its facility and vessel maintenance and has an unsurpassed record for service reliability. Innovative terminal design and management, fleet maintenance, reliable and frequent service and a 28-year commitment to the region's transportation infrastructure are the qualities that NY Waterway brings to the Citywide Ferry Service effort.

Ferry Operations

As the current operator of 21 New York Harbor ferry routes, NY Waterway has demonstrated its capabilities to man and operate the vessels necessary to provide reliable ferry service under any condition. Since the initiation of operations, the company's crews have exhibited the professional characteristics necessary to address any situation whether routine or emergency related.

NY Waterway employs 50 U.S. Coast Guard licensed captains all of which are trained to operate the wide range of vessels in its fleet. These captains have logged thousands of hours operating vessels in New York Harbor under a wide range of conditions. Additionally, NY Waterway employs over 100 deckhands, all of whom, are trained in passenger safety and security, vessel maintenance and other essential seafaring skills. All NY Waterway vessel crews are members of the Seafarers International Union and maintain current Transportation Worker Identification Cards ("TWIC"). Vessel crews routinely perform life safety and security drills as required by the U.S. Coast Guard.

As a result of the company's experience and established infrastructure, NY Waterway is the only high quality mass transit ferry operator in the region that can present qualifications that include the following:

• Over 370 highly trained and experienced employees;

- A fleet of 37 USCG certified bow loading vessels that provides significant redundant capacity for the Rockaway Ferry Service passenger transportation needs (Exhibit A);
- A fleet that contains 26 catamarans and planning monohull vessels all designed, tested, and built to minimize wake wash;
- A fleet of high passenger capacity large monohull vessels that has undergone engine retro fitting with fuel-efficient, low emission, electronic diesel engines;
- A fully equipped maintenance, repair and fueling facility located in nearby Weehawken, NJ;
- Sufficient terminal and vessel capacity to permit NY Waterway to expand quickly and efficiently to alternative destinations;
- Successful long-term cooperative marketing and joint ticketing programs with the region's public transit agencies;
- A sophisticated, e-commerce system that allows all NY Waterway riders to purchase tickets on-line, and provides real-time customer information and advisories;
- A proprietary ticket application for smart phones and iPads;
- A fully staffed and trained in-house customer service department and corporate sales staff;
- A full-service in-house marketing department with over 28 years' experience in the metropolitan region; and,
- A proprietary in-terminal and on vessel customer information system.

During each weekday there are over 2,000 NY Waterway ferry departures from terminals in the New York City metropolitan area. Started in 1986 with one boat and a few chartered buses, NY Waterway now operates 37 vessels over 21 ferry routes, carrying approximately 30,000 passengers daily. Below is a listing of the NY Waterway ferry operations presently in service:

- 1. Port Imperial, Weehawken, NJ Pier 79 (West 39th Street), Manhattan
- 2. Port Imperial, Weehawken, NJ Pier 11, Foot of Wall Street, Manhattan
- 3. Port Imperial, Weehawken, NJ World Financial Center, Manhattan
- 4. Lincoln Harbor, Weehawken, NJ Pier 79 (West 39th Street), Manhattan
- 5. NJ Transit Terminal, Hoboken, NJ World Financial Center, Manhattan
- 6. NJ Transit Terminal, Hoboken, NJ Pier 11, Foot of Wall Street, Manhattan
- 7. Hoboken Shipyards (North), Hoboken, NJ Pier 79 (West 39th Street), Manhattan
- 8. Hoboken Shipyards (North), Hoboken, NJ World Financial Center, Manhattan
- 9. Edgewater, NJ Pier 79 (West 39th Street), Manhattan
- 10. Paulus Hook, Jersey City, NJ Pier 79 (West 39th Street), Manhattan
- 11. Paulus Hook, Jersey City, NJ World Financial Center, Manhattan
- 12. Paulus Hook, Jersey City, NJ Pier 11, Foot of Wall Street, Manhattan
- 13. Liberty Harbor, Jersey City, NJ Pier 11, Foot of Wall Street, Manhattan
- 14. Port Liberté, Jersey City, NJ Pier 11, Foot of Wall Street, Manhattan
- 15. Haverstraw, NY Ossining, NY
- 16. Newburgh, NY Beacon, NY

- 17. Belford, NJ Pier 11, Foot of Wall Street, Manhattan
- 18. Belford, NJ World Financial Center, Manhattan
- 19. Belford, NJ Paulus Hook, Jersey City
- 20. Belford, NJ Pier 79 (West 39th Street), Manhattan
- 21. East River Ferry Pier 11, Fulton Landing, Schaefer Landing, North Williamsburg, Greenpoint, Long Island City and East 34th Street

NY Waterway has also come to be recognized as an essential transportation provider capable of supporting major events and emergency situations in the New York Harbor region. NY Waterway has demonstrated to event organizers and mass transit managers that ferry operations provide added value to an event participant's experience by serving as a primary or alternate means of mass transit.

Special Events

- Operation Sail 2000 During Operation Sail 2000, NY Waterway provided waterborne
 transportation under contract to the U.S. Navy for 120,000 participants over two days
 between U.S. Naval vessels harbored in the Hudson River and shore based terminals.
 The list of guests included Senators, members of Congress, President Clinton's cabinet,
 and ranking officials in the United States Military. Waterborne loading and unloading
 operations were conducted through NY Waterway temporary docking slips specially
 designed and built by NY Waterway for the U.S. Naval vessels.
- 2004 Republican National Convention NY Waterway was actively involved with the planning for emergency and supplemental ferry service to midtown Manhattan for the 2004 Republic National Convention.
- Cirque du Soleil During Cirque du Soleil's tours to the New York area, NY Waterway provided ferry services to the performance sites at Liberty State Park and Randall's Island, respectively. NY Waterway carried nearly 100,000 passengers to the respective venues. NY Waterway is also provided ferry service to the 2006 Cirque du Soleil performances at Randall's Island.
- Concert Events NY Waterway has provided ferry services for concert events at Liberty State Park, Randall's Island and Governors Island. On several of these occasions, NY Waterway transported between 5,000 and 20,000 concertgoers.

Emergency Management

 New York City Office of Emergency Management (OEM) - On two separate occasions, NY Waterway provided logistical support and management for the OEM's effort to create an alternative ferry service plan in response to a threatened New York City transit strike. In each instance, New York City and its OEM gave NY Waterway lead

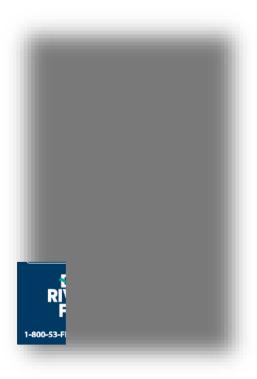
responsibility to create a ferry plan that would be effective in alleviating traffic problems caused by potential strikes. NY Waterway is one of only three private sector members of the 35-member New York City OEM command center.

- September 11, 2001 On September 11, 2001, NY Waterway transported over 160,000 evacuees from Downtown Manhattan seeking transport due to the tragic events on that day. In the weeks and months following 9/11, NY Waterway was instrumental in moving relief workers and supplies to Downtown Manhattan and became the primary source of mass transit to Downtown Manhattan from New Jersey, replacing the lost Downtown PATH service.
- Blackout of August 14, 2003 During the worst blackout in New York City history, NY
 Waterway was the only functioning mass transit means between Manhattan and New
 Jersey. NY Waterway carried approximately 200,000 people between New York and
 New Jersey that evening.
- Hurricane Sandy 2013 NY Waterway was called into service within 48 hours to provide expanded operations on existing and new ferry routes to replace damaged and inoperative transportation infrastructure.

Security Plans

NY Waterway has prepared and had approved more USCG vessel and terminal security plans than any other ferry operator in New York Harbor. Presently the company has 13 facility and 13 vessel security plans on file with the USCG including several East River Ferry facilities. NY Waterway is prepared to maintain this relationship with NYCEDC and NYCDOT and remain the primary contact and responsible party for security at the landings and is willing to expand its role for the CFS.

In addition to preparing its own security plans has a unique relationship with law enforcement officials and has taken its own ferry security planning to levels surpassing those required of the industry. Its initiatives include the following:



- Vessel Bomb Training Classroom
- General Bomb/ IED Training
- Counter-Terrorism Training
- Tactical Homeland Security Drills-2009-2012
- Tactical Homeland Security Exercises
- On-going Security Operations with DHS Air Marshalls, NYPD and NJ State Police
- Region Wide Security Committee Participation

Security Plans Currently Managed by NY Waterway

Hudson River New Jersey Facilities:

- Port Imperial Ferry Terminal
- Hoboken North Ferry Terminal
- Lincoln Harbor Ferry Terminal
- Hoboken Erie Lackawanna Ferry Terminal
- Newport Ferry Terminal
- Liberty Harbor Ferry Terminal
- Belford Ferry Terminal
- Edgewater Terminal

Hudson River New York Facilities:

- Pier 79 Intermodal Ferry Terminal
- Pier 78 Ferry Terminal
- Battery Park City Ferry Terminal

East River Ferry Facilities:

- DUMBO Brooklyn Bridge Park
- Schaefer Landing
- North Williamsburg
- Greenpoint
- Hunters Point Long Island City





NY Waterway stands ready to assist the

City in the preparation of any security plans required to expedite the startup of the CFS.



Current Client List

The current list of clients for NY Waterway's ferry services is large and varied and includes both public and private sector partners. The client list is anticipated to be in place for the duration of the ferry service agreement that is the subject of this RFP. The list includes:

Port Authority of NY and NJ

Janet Cox (212) 435-7809

jcox@

NJ Transit

Dennis Martin (973) 491-8565

dmartin@

Metro North Rail Road

Scott Ornstein (212) 340-2532

sornstein

The Trust for Governors Island

Leslie Koch (212) 440-2231

lkoch@

County of Monmouth

Terri O'Connor (732) 431-7384

toconnor

UBS Bank

Chris Tarantino (201) 352-6886

christopher.tarantino

Goldman Sachs

Anthony D'Auria (212) 357-4007

anthony.dauria

Borough of Edgewater

Greg Franz (201) 943-1700

gregf@



Disclosure of Accident and Incident Reports

NY Waterway carried over 8,000,000 ferry passengers and 3,000,000 bus passengers in 2014. In addition, there were over 500,000 ferry crossings during the same period. Despite these extraordinary numbers, NY Waterway's claims were limited to the following:

Vessel and Facility Related Incidents

• 42 reported incidents involving passengers of which 13 resulted in claims.

Workers Comp

Ferry Operations: 11Ferry Maintenance: 4

• Bus Drivers: 4

• Bus Maintenance: 1

• Total Employee Injuries: 20



Section Four: Service Proposal

In order to meet the service initiation deadlines and effectively manage all of the complementary parts of the services desired, NY Waterway proposes a comprehensive solution to the CFS. The new routes contemplated by the CFS will generate approximately 60,000 service hours, including positioning and layover hours. The changes required by the RFP to the current East River Ferry operating hours will add another 1,200 service hours to that total, bringing the total number of service hours for all routes to over 72,000. During peak weekday hours, 14 vessels will be in service on the new routes, in addition to the three vessels in service on the Add Alternate Route.

Existing Vessels

The entire CFS, including the Add Alternate Route, will therefore require a dedicated fleet of 20 vessels plus access to an additional four large vessels to accommodate Summer Season weekends on the Add Alternate Route (three in regular service plus one spare). Of that total, five vessels for regular weekday service are available from the existing NY Waterway fleet, as are the weekend vessels needed for the Summer Season on the Add Alternate Route. Two more existing NY Waterway vessels will become available during 2015 as we complete the construction of two new vessels described below, which will enable us to repurpose two other vessels from the fleet. We have identified an additional three vessels available for purchase, with seating capacity ranging from 149 to 350 passengers. We are likely to purchase only two of those vessels.

Of the remaining required vessels, we have made arrangements for subcontracting between three and six existing vessels from NY Water Taxi and we contemplate building between five and eight new vessels. As required by the RFP, all of the vessels used in regular service on the CFS and the three dedicated spare vessels will be branded in accordance with the CFS brand. However, we believe it is important to reserve the ability on an emergency basis to utilize unbranded vessels from our remaining fleet if needed. Furthermore, the large vessels used only a seasonal weekend basis on the Add Alternate Route are not contemplated to be branded in that manner given their year-round weekday use in trans-Hudson service.

New Vessels and Vessel Upgrades

We have secured a commitment from Yank Marine based in Tuckahoe, New Jersey, to keep its shipyard available for our new vessel construction. The new vessels will be a mix of 65-foot monohull vessels with a passenger capacity of 149 and 72-foot catamaran vessels with a passenger capacity between 230 and 240. These new vessels are based on existing approved designs that will facilitate the construction timeline. We have had preliminary discussions with lenders regarding financing for the acquisition and new construction of the additional vessels needed for the CFS and are of the view that, together with available cash on hand and capital infusions from ownership, the resources to finance the new vessels will be readily available. Commitments in respect of that financing will be finalized prior to the time a contract for the new CFS is entered into.

Yank Marine has recently completed construction of a new 400 passenger vessel for NY Waterway, with a second sister vessel scheduled for completion this fall. During 2013 and 2014, Yank also successfully completed a repowering project on nine NY Waterway large monohull vessels, outfitting each vessel with new Tier Three Caterpillar C-18 engines. These repowered vessels are in service on the current East River Ferry summer weekend schedule and are contemplated to continue to be utilized on Summer Season weekends on the Add Alternate Route.

Six existing NY Waterway catamaran vessels are scheduled for retrofit at Yank Marine during 2015 and 2016 and will also be repowered with Caterpillar C-18 engines. This 149-passenger catamaran vessel is the type of vessel currently utilized in regular weekday service on the East River Ferry. The four engines on each vessel will be replaced with two Tier 3 IMO/EPA compliant engines and the propulsion systems on each vessel will be converted from jets to propellers. In addition, with related improvements, the vessels will be reconfigured to qualify as "K" boats (from the current "T" boat qualification), thus increasing passenger capacity by 61% to approximately 240 passengers. We also contemplate a similar retrofit for the remaining seven similar catamarans in the NY Waterway fleet. Although the schedule for these additional retrofits has not yet been determined, we do anticipate that it would be completed within three years of the initial launch date. These vessels will be among the vessels scheduled from the existing fleet to meet the demands of the CFS. Importantly, we will also have the ability from time to time to re-allocate vessels from among the existing 37 vessel combined NY Waterway fleet and the five to eight new vessels so as to address changing passenger volumes on the various routes we operate.

The new vessels are being designed with similar Tier Three Caterpillar C-18 engines. We note that Addendum #1 to the RFP states that EDC will look favorably upon proposals that use vessels with Tier 4 engines or higher. To our knowledge, however, Tier 4 engines are not available in the marketplace and are not expected to be available prior to 2017, and at certain horsepower levels may not be available even then.

See the Section below entitled "NY Waterway Clean Air Stewardship" for a more detailed discussion of our efforts in recent years to reduce emissions and repower vessels, in partnership with such agencies as NYSERDA, Federal Transit Authority and Federal Highway Administration

Subcontracted vessels

Our arrangements with NY Water Taxi will give us access to up to six of their existing vessels. While up to five of those vessels are currently limited to 64 passengers, we have secured a commitment from NY Water Taxi that prior to the first new service under the CFS, those vessels will be upgraded to a 99-passenger capacity. We believe that vessels of that capacity will be more than adequate to handle demand on a number of routes of the CFS, including South Brooklyn, Soundview and the Lower East Side. The remaining NY Water Taxi vessels available to us are 149 passenger vessels. We believe that this subcontract arrangement substantially enhances our ability to meet the timeline contemplated by the RFP. Shipyard availability would otherwise increase the likelihood of delays that would impact the launch schedule contemplated by the RFP. In addition, by utilizing



existing vessels for the initial term of the CFS, we are able to mitigate in part the cost to the City for non-renewal of the CFS. See "Required Subsidy" below.

NY Waterway Clean Air Stewardship

For more than a decade, NY Waterway and its operating companies Port Imperial Ferry Corporation and Billybey Ferry Company have embraced opportunities to improve our environmental impact through partnerships with regulatory agencies that resulted in equipment upgrades that were designed to lower emissions. Our actions towards a cleaner fleet have involved changing fuels, installing exhaust after-treatment and early replacement of engines.

Because of the long lifespan of marine vessels and diesel engines, the ferries are expected to remain in services for many years to come. Coupled with the robust Original Equipment Manufacturer and aftermarket parts, the engines currently in the vessels can continue to be rebuilt and operate for a significant length of time. One of the most effective ways to reduce the fleet emission footprint is to replace engines. However, since engine replacement is a capital-intensive emission reduction strategy, government programs that encourage early replacement are invaluable.

NY Waterway has been able to participate in grant programs that make these initiatives financially viable. Beginning in 2004, with assistance from the New York State Energy Research and Development Authority (NYSERDA), the company installed diesel oxidation catalysts on 23 vessels and replaced 18 engines on 9 vessels. These replacements were conducted well ahead of a typical repowering and were able to achieve significant emission reductions. NY Waterway has partnered with NJ Transit and been awarded Section 5307 Discretionary Passenger Ferry Grant funds to repower an additional 6 vessels. Additionally, NY Waterway is pursuing FHWA Congestion Mitigation Air Quality (CMAQ) funding through the North Jersey Transportation Planning Authority (NJTPA) to repower an additional 7 vessels. If awarded, NY Waterway will have committed to installing new cleaner engines on 24 of its 35 older vessels. NY Waterway is also building two brand new catamaran ferry vessels that will be equipped with state-of-the-art engines certified to EPA Tier 3 levels. For a more detailed discussion of our efforts in recent years to reduce emissions and repower vessels in partnership with such agencies as NYSERDA, Federal Transit Authority and Federal Highway Administration, see Appendix Five: NY Waterway Clean Air Stewardship.

Projected Ridership

The ridership projections for the various routes contained in this response were arrived at largely by taking the AM peak period data provided in the RFP and modeling the information on a route by route basis to obtain much broader projections. The modeling took into consideration the actual ridership experience found on the East River Ferry and the company's other operating experience in New York Harbor. Appendix Three: Ridership Projections presents in detail the assumptions and projections for each route distributed into the following day parts and averages:

- Early AM off peak
- AM peak
- Midday off peak
- PM peak
- Late off peak
- Average weekday
- Average weekend day

It's necessary to examine the day parts to confirm the suitability of the vessel passenger capacity and utilization. The AM peak period figures and the resulting full day ridership are the basis for the monthly and annual projections. Where the full day ridership and resultant greater period figures appeared suspect the figures were adjusted using the company's broader ridership experience throughout all its operations. Additionally, the full day ridership was compare with that contained in the 2013 Citywide Ferry Study "Table 6.4 2018 Ridership Forecast with RevMax Fares" for further validation.

The projected CFS ridership for full build out year one is 2,593,972 not including the Add Alternative or East River Ferry. Combined for full build out year one is 4,012,972.

Operating Plans

In an effort to simplify the operational statement and plan for the individual ferry services, each route has been summarized below. The summary includes the required information about vessels, schedules, service hours, ridership projections, ticketing options, fares and customer information systems. At least one of the vessels scheduled for routes that commence in the Spring of 2017 will be a newly constructed vessel with a capacity of either 149 or 240 passengers. The number of newly constructed vessels for 2017 could be a total of four. There will be between four and seven newly constructed vessels as part of the routes that launch in Spring of 2018.

Rockaway

NY Waterway is prepared to initiate the Rockaway ferry service in the Spring of 2017 as contemplated by the RFP. To facilitate the timely initiation of service, we propose placing in service two retrofitted Allen Marine catamarans both of which are capable of carrying 240 passengers each at a speed of 25 knots. These vessels are uniquely qualified for use on the Rockaway Route given their combined capacity of 720 seats during the peak AM operating period (7:30 AM to 9:30 AM) or when the concentrated demand will be at its greatest. The vessels we have identified for purchase may also be used on this route. At least one of the three dedicated spare vessels will be a 240 passenger vessel which can be utilized as a spare vessel on this route. These vessel types can be found described as Vessel One and Vessel Two in Appendix One Vessel Characteristics.

The Rockaway ferry service will originate at 108th or 116th Street in Rockaway, Queens and travel north stopping at the Brooklyn Army terminal in the Sunset Park neighborhood in southern Brooklyn before continuing on to Pier 11 in Lower Manhattan. This service is an iteration of an early route first initiated in 2008 and again in 2012. In each case, the service was terminated because of insufficient ridership and limited public subsidies.

During the peak weekday operating periods, the ferry service is required to maintain a maximum headway no greater than 60 minutes with a total one way travel time of 60 minutes or less. This service configuration requires two vessels operating at a cruise speed of approximately 25 knots during the peak commuting periods. The vessels proposed for use during the peak period service hours are available for the off peak periods and suitable for maintaining the desired headways of 60 and 90 minutes with a two vessel configuration.

There are an estimated 12,305 service hours associated with the Rockaway operation including the calculated layover and positioning time. Appendix Two presents the service hour calculations and service schedule for Rockaway and all of the other proposed routes. Our projections suggest that annual ridership will exceed 500,000 with average weekday traffic ranging between 1,226 and 1,743 passengers per day depending upon the season (see Appendix Three: Ridership Projections). The numbers were derived using the historic ridership provided in the RFP and were modeled to reflect the daily and weekend off peak distribution of the current East River ferry service. The proposed vessel configuration provides sufficient capacity during the AM peak commuting periods with only an estimated 55.5% of the available passenger space utilized by the projected 400 passengers traveling during that time.

The proposed fare structure for the Rockaway ferry service, as well as the other services contemplated in this response, is \$2.75 for a single trip, \$116.50 for a monthly pass and \$116.50 for a 30 day NY Waterway App pass. The ticketing options consist of two Ticket Vending Machines ('TVM") provided by NY Waterway at each ferry landing, the NY Waterway ticket APP, a full time ticket agent at Pier 11 and a part time ticket agent at Rockaway during the AM peak period and on weekends during the summer season as defined in the RFP. In the unlikely event that both TVMs at a given location are inoperable, NY Waterway will always have two "floater" ticket agents available to staff the site and sell tickets. While NY Waterway will provide the necessary TVMs at each ferry landing, our proposal assumes that each landing will be prepared in advance with the necessary power and communication connections to support the TVM. Information pertaining to the full ticketing solution and other System Support Services is presented in Section Five.

The customer service and marketing program for Rockaway, as well as the other routes that comprise the comprehensive response, is presented in detail as part of the System Support Services. However, a critical component of the operating plan is the installation of Passenger Information Display ("PID") at each location identified in the RFP. The PIDs have become an integral part of the operating system and provide real time service information for the passengers at remote and unmanned landings. Passenger information displays and real-time information sharing described elsewhere in our proposal will be enhanced by the further deployment of our



mesh network throughout the operating sphere of the CFS, and our proposal assumes that we will be provided access to the upland sites necessary for the network. We have historically been able to secure homeland security funding for the majority of the cost of the mesh network and we believe we will be able to do so for the expansion of the network to the entire CFS. Our projections were prepared on the basis of that assumption. As part of the overall operating plan, the company proposes to install at least one centrally controlled monitor and accompanying network hardware at Rockaway and each other ferry landing capable of displaying schedule, fare and other passenger information.

The company is well versed in coordinating and operating dedicated connecting bus services for ferry passengers arriving and departing at several of its ferry facilities. Its present bus routes connect passengers from New Jersey, Brooklyn and Queens with bus routes that serve the heart of Midtown and Lower Manhattan and seamlessly transfer passengers from the water's edge to key employment centers and corridors. NY Waterway believes the most efficient and reliable bus service for Rockaway will be provided by subcontracting the operation. The Rockaway bus service as presented in the RFP Addendum will be provided upon the initiation of ferry service and will be coordinated such that the bus or buses meet each arriving and departing vessel throughout for all operating periods. Further information pertaining to the Rockaway shuttle bus can found in Appendix Four: Bus Proposal.

The table below summarizes and presents the key components of the Rockaway ferry service proposed operating plan.



Rockaway Operating Plan Summary

Service start date	Spring of 2017	
Maximum required operating vessels	ls Two 240 passenger catamarans	
Existing fleet/new build	Existing fleet	
Average cruise speed	23 knots	
Maximum peak period headway	60 minutes	
Maximum travel time one way	60 minutes	
Total annual operating hours	12,305 hours	
Peak period vessel passenger capacity	720 passengers	
Projected peak period passenger utilization	400 passengers (55.5%)	
Projected annual ridership	503,538	
Fare structure	Single Trip \$2.75	
	Monthly \$116.50	
	30 day NYW APP pass \$116.50	
Ticketing options	Two TVMs per landing	
	NY Waterway APP	
	Full time agents at Pier 11	
	Part Time agent at Rockaway	
	Floater available as needed	
Bus Service	Subcontracted for full service day	
Passenger information displays	One monitor per location	

South Brooklyn

NY Waterway proposes to initiate the South Brooklyn ferry service in the Spring of 2017 as contemplated by the RFP. There are several vessel types suitable for this route including NY Waterway's existing 149 passenger catamarans. However, to facilitate timely startup we have made arrangements for subcontracting between three and six existing vessels from NY Water Taxi. While four of those vessels are currently limited to 64 passengers, we have secured a commitment from NY Water Taxi that prior to the initiation of the first new service under the CFS, those vessels will be upgraded to a 99 passenger capacity. We believe that vessels of that capacity will be more than adequate to handle the passenger demand on the South Brooklyn service as well as a number of other routes of the CFS. The subcontract arrangement substantially enhances our ability to meet the timeline contemplated by the RFP.

The three boats required for the South Brooklyn Route as currently configured in the RFP could also stop at Governors Island without affecting the number of boats required or the number of service hours. Adding Governors Island in this manner would convert approximately 630 hours from layover hours to service hours but the cost impact is not material to our overall proposal and we believe would be largely offset by increased ridership. We have therefore not made any adjustment to the requested subsidy to add Governors Island to the South Brooklyn Route. This remains true if the alternative two-boat South Brooklyn Route configuration described above is implemented. As a result, the pro forma financial information included herein reflects no additional cost or revenue for adding Governors Island service.

The South Brooklyn ferry service originates at Bay Ridge and travels north servicing the six ferry landings listed below.

- Bay Ridge
- Brooklyn Army Terminal
- Red Hook
- Brooklyn Bridge Park/Pier 6 Atlantic Avenue
- Brooklyn Bridge Park/Pier 1 DUMBO
- Pier 11

During the peak weekday operating periods, the ferry service will maintain a maximum headway no greater than 30 minutes with a total one way travel time of 45 minutes or less. This service configuration requires three vessels operating at a cruise speed of approximately 25 knots. While there are several alternative vessels that are suitable for the proposed service during the peak period operating hours including those titled Vessels One, Two, Three and Four found in Appendix One: Vessel Characteristics, we have limited the discussion to the 99 passenger catamarans for the purpose of capacity and utilization analysis. The primary or peak period vessels will be available for the off peak periods and are more than suitable for maintaining the lesser headways of 45, 60 and 90 minutes with a one or two vessel configuration.

There are an estimated 13,495 service hours associated with the South Brooklyn operation, including the calculated layover and positioning time (See Appendix Two: Service Hour Calculations). Our projections suggest that annual ridership will exceed 400,000 with average weekday traffic ranging between 978 and 1390 passengers per day depending upon the season (see Appendix Three: Ridership Projections). The numbers were derived using the peak period ridership provided in the RFP and were modeled to reflect the daily and weekend off peak distribution of the current East River ferry service. The proposed vessel configuration, which assumes the utilization of 99 passenger catamarans, provides sufficient capacity during the AM peak commuting periods with only an estimated 53.7% of the available passenger space utilized by the projected 319 passengers traveling during that time. It is worthy to note that the smallest vessel (97 passengers) also provides sufficient peak period capacity and the passenger capacity utilized by the projected 319 passengers traveling during that time is only 54.8%.

The proposed fare structure for the South Brooklyn ferry service, as well as the other services that comprise the comprehensive response, is \$2.75 for a single trip, \$116.50 for a monthly pass and \$116.50 for a 30 day NY Waterway APP pass. The ticketing options consist of two Ticket Vending Machines provided by NY Waterway at each ferry landing, the NY Waterway ticket APP, a full time ticket agent at Pier 11 and a seasonal ticket agent at Pier 1 DUMBO. In the unlikely event that both TVMs at a given location are inoperable, NY Waterway will rely upon two "floater" ticket agents to staff the sites and sell tickets. While NY Waterway will provide the necessary TVMs, it is required that each ferry landing is prepared in advance with the necessary power and communication connections to support the TVM. The full ticketing solution, customer service components and marketing program for South Brooklyn can be found in Section Five System Support Services.

A critical component of the operating plan is the installation of a Passenger Information Display at each location identified in the RFP. The PIDs have become an integral part of the NY Waterway operating system and provide real time service information for the passengers at remote and unmanned landings. The overall operating plan contemplates the installation of at least one centrally controlled monitor and supporting hardware at each ferry landing capable of displaying schedule, fare and other passenger information. Section Five contains further information about the marketing plan and technology enhancements.

The table below summarizes and presents the key components of the South Brooklyn proposed operating plan.



South Brooklyn Operating Plan Summary

Service start date	Spring of 2017	
Maximum required operating vessels	Three 99 passenger catamarans	
Existing fleet/new build	Existing fleet	
Average cruise speed	5 knots	
Maximum peak period headway	30 minutes	
Maximum travel time one way	45 minutes	
Total annual operating hours	13,495 hours	
Peak period vessel passenger capacity	594 passengers	
Projected peak period passenger utilization	319 passengers (53.7%)	
Projected annual ridership	433,388	
Fare structure	Single Trip \$2.75	
	Monthly \$116.50	
	30 day NYW APP pass \$116.50	
Ticketing options	Two TVMs per landing	
	NY Waterway APP	
	Full time agents at Pier 11	
	Seasonal agent at DUMBO	
	Floater available as needed	
Passenger information displays	One monitor per location	

Astoria

NY Waterway proposes to initiate the Astoria ferry service in the Spring of 2017 as contemplated by the RFP. The three vessels necessary for a timely startup will be drawn from existing NY Waterway and NY Water Taxi 149 passenger catamaran fleets or Vessels One and Four in Appendix One: Vessel Characteristics. We believe that vessels of that capacity are adequate to handle demand on the Astoria route. An alternative vessel under consideration for this route is the 240 passenger modified Allen Marine catamaran.

The Astoria ferry service will originate at one of two locations currently under consideration at Hallet's Point in Astoria and travels south servicing the five ferry landings listed below.

- Astoria
- Long Island City North
- Roosevelt Island
- East 34th Street
- Pier 11



During the peak weekday operating periods the ferry service will maintain a maximum headway no greater than 20 minutes with a total one way travel time of 42 minutes or less. This service configuration requires three vessels operating at a cruise speed of approximately 25 knots during the peak commuting periods. We note here that the Astoria Route as currently configured in the RFP must depart from the south side of Hallet's Point in order to maintain the required maximum headways without adding a fourth boat to the service. In lieu of a fourth boat on this route, a 25 minute maximum headway would be necessary.

The vessels proposed for use during the peak period service hours are available for the off peak periods and suitable for maintaining the lesser headways of 45, 60 and 90 minutes with a one or two vessel configuration.

There are an estimated 10, 672 service hours associated with the Astoria operation including the calculated layover and positioning time (See Appendix Two: Service Hour Calculations). Our projections suggest that annual ridership will approach 700,000 with average weekday traffic ranging between 1,744 and 2,322 passengers per day depending upon the season (see Appendix Three: Ridership Projections). The proposed vessel configuration provides sufficient capacity during the AM peak commuting periods with only an estimated 56.8% of the available passenger space utilized by the projected 678 passengers traveling during that time.

The proposed fare structure for the Astoria ferry service is consistent with the other services contemplated in this response and is \$2.75 for a single trip, \$116.50 for a monthly pass and \$116.50 for a 30 day NY Waterway APP pass. The ticketing options consist of two Ticket Vending Machines provided by NY Waterway at each ferry landing, the NY Waterway ticket APP, a full time ticket agent at Pier 11 and a part time agent at East 34th Street. In the unlikely event that both TVMs at a given location are inoperable, NY Waterway will again have two "floater" ticket agents available to staff the site and sell tickets. While NY Waterway will provide the necessary TVMs, it is required that each ferry landing be prepared in advance with the necessary power and communication connections to support the TVM.

The customer service and marketing program for Astoria, as well as the other routes contemplated in this response, is presented in detail as part of Section Five System Support Services. Similar to the routes discussed earlier, a critical component of the operating plan is the installation of a PID at each location identified in the RFP. As part of the overall operating plan the company proposes to install at least one centrally controlled monitor and associated network hardware at each ferry landing capable of displaying schedule, fare and other passenger information.

The table below summarizes and presents the key components of the proposed operating plan for Astoria.



Astoria Operating Plan Summary

Service start date	Spring of 2017		
Maximum required operating vessels	Three 149 passenger catamarans		
Existing fleet/new build	Existing fleet		
Average cruise speed	25 knots		
Maximum peak period headway	20 minutes		
Maximum travel time one way	42 minutes		
Total annual operating hours	10, 672 hours		
Peak period vessel passenger capacity	1,192 passengers		
Projected peak period passenger utilization	678 passengers (56.8%)		
Projected annual ridership	691,364		
Fare structure	Single Trip \$2.75		
	Monthly \$116.50		
	30 day NYW APP pass \$116.50		
Ticketing options	Two TVMs per landing		
	NY Waterway APP		
	Full time agents at Pier 11		
	Seasonal agent at East 34 th Street		
	Floater available as needed		
Passenger information displays	One monitor per location		

Lower East Side

The proposed Lower East Side ferry service will be initiated in the Spring of 2018 as contemplated by the RFP. The three vessels necessary for a timely startup will be constructed by NY Waterway specifically for this route at Yank Marine in Tuckahoe, NJ. For the purpose of this plan we assume a 149 passenger capacity vessel. The company has secured a commitment from Yank Marine to keep its ship yard available for our new vessel construction (see Appendix Ten: Support Letters). We are confident that the vessels can be completed in time for the proposed start date.

The Lower East Side ferry service will originate at Long Island City North traveling south servicing the five ferry landings listed below.

- Long Island City North
- East 34th Street
- Stuyvesant Cove
- Grand Street
- Pier 11

During the peak weekday operating periods the ferry service will maintain a maximum headway no greater than 20 minutes with a total one way travel time of 33 minutes or less. This service configuration requires three vessels operating at a cruise speed of approximately 25 knots during the peak commuting periods. The vessels proposed for use during the peak period service hours are available for the off peak periods and suitable for maintaining the lesser headways of 45, 60 and 90 minutes with a one or two vessel configuration. The vessels proposed for this route are listed as Vessel Six and are described in greater detail in Appendix One: Vessel Characteristics.

There are an estimated 10,829 service hours associated with the Lower East Side operation including the calculated layover and positioning time (See Appendix Two: Service Hour Calculations). Our projections indicate that annual ridership will exceed 400,000 with average weekday traffic ranging between 1,070 and 1,521 passengers per day depending upon the season (see Appendix Three: Ridership Projections). The numbers were derived in a manner similar to the routes discussed earlier and by using the AM peak period ridership provided in the RFP. These figures were then modeled to reflect the daily and weekend off peak distribution of the current East River ferry service. The proposed vessel configuration provides sufficient capacity during the AM peak commuting periods with only an estimated 29.2% of the available passenger space utilized by the projected 349 passengers traveling during that time.

The proposed fare structure for the Lower East Side ferry service is consistent with the other services contemplated in this response and is \$2.75 for a single trip, \$116.50 for a monthly pass and \$116.50 for a 30 day NY Waterway APP pass. The ticketing options consist of two Ticket Vending Machines provided by NY Waterway at each ferry landing, the NY Waterway ticket APP, a full time ticket agent at Pier 11 and a part time agent at East 34th Street. NY Waterway will always have two 'floater" ticket agents available to staff the site and sell tickets in the unlikely event that both TVMs at a given location are inoperable. While NY Waterway will provide the necessary TVMs it is required that each ferry landing is prepared in advance with the necessary power and communication connections to support the TVM.

The customer service and marketing program the Lower East Side service, as well as the other routes contemplated in this response, is presented in detail as part of the Section Five System Support Services. Similar to the other CFS routes the plan is to install a Passenger Information Display at each landing on the Lower East Side route. As part of the overall operating plan the company proposes to install at least one centrally remote controlled monitor and supporting network hardware at each ferry landing capable of displaying schedule, fare and other passenger information.

The table below summarizes and presents the key components of the Lower East Side proposed operating plan.



Lower East Side Operating Plan Summary

Service start date	Spring of 2018	
Maximum required operating vessels	Three 149 passenger catamarans	
Existing fleet/new build	New build	
Average cruise speed	25 knots	
Maximum peak period headway	20 minutes	
Maximum travel time one way	33 minutes	
Total annual operating hours	10, 829 hours	
Peak period vessel passenger capacity	1,192 passengers	
Projected peak period passenger utilization	349 passengers (29.2%)	
Projected annual ridership	439,337	
Fare structure	Single Trip \$2.75	
	Monthly \$116.50	
	30 day NYW APP pass \$116.50	
Ticketing options	Two TVMs per landing	
	NY Waterway APP	
	Full time agents at Pier 11	
	Seasonal agent at East 34 th Street	
	Floater available as needed	
Passenger information displays	One monitor per location	

Soundview

The proposed Soundview ferry service will be initiated in the Spring of 2018 as contemplated by the RFP. The three vessels necessary for a timely startup will be constructed by NY Waterway specifically for this route at Yank Marine in Tuckahoe, NJ. For the purpose of this plan we assume a 149 passenger capacity vessel. The company has secured a commitment from Yank Marine to keep its ship yard available for our new vessel construction. We are confident that the vessels can be completed in time for the proposed start date. (Of the six vessels needed for this and the Lower East Side route, between four and seven vessels will be newly constructed vessels; if four new vessels are constructed, the remaining three vessels will come from the NY Water Taxi fleet)



The Soundview ferry service originates at Soundview traveling south servicing the four ferry landings listed below.

- Soundview
- East 90th Street
- East 34th Street
- Pier 11

During the peak weekday operating periods the ferry service will maintain a maximum headway no greater than 30 minutes with a total one way travel time of 45 minutes or less. This service configuration requires three vessels operating at a cruise speed of approximately 25 knots during the peak commuting periods. The vessels proposed for use during the peak period service hours are available for the off peak periods and suitable for maintaining the lesser headways of 45, 60 and 90 minutes with a one or two vessel configuration. The vessels proposed for this route are listed as Vessel Six and are described in greater detail in Appendix One: Vessel Characteristics.

There are an estimated 13,006 service hours associated with the Soundview operation including the calculated layover and positioning time (See Appendix Two: Service Hour Calculations). Our projections suggest that annual ridership will exceed 500,000 with average weekday traffic ranging between 1,311 and 1,787 passengers per day depending upon the season (see Appendix Three: Ridership Projections). Similar to the other routes the numbers were derived using the AM peak period ridership provided in the RFP and were modeled to reflect the daily and weekend off peak distribution of the current East River ferry service. The proposed vessel configuration provides sufficient capacity during the AM peak commuting periods with only an estimated 53.3% of the available passenger space utilized by the projected 477 passengers traveling during that time.

The proposed fare structure for the Soundview ferry service is consistent with the other services contemplated in this response and is \$2.75 for a single trip, \$116.50 for a monthly pass and \$116.50 for a 30 day NY Waterway APP pass. The ticketing options consist of two Ticket Vending Machines provided by NY Waterway at each ferry landing, the NY Waterway ticket APP, a full time ticket agent at Pier 11 and East 34th Street. NY Waterway will always have two 'floater" ticket agents available to staff the site and sell tickets should the two TVMs at any site simultaneously become inoperable. While NY Waterway will provide the necessary TVMs it is required that each ferry landing is prepared in advance with the necessary power and communication connections to support the TVM.

The customer service and marketing program for Soundview, as well as the other routes contemplated in this response, is presented in detail as part of the Section Five System Support Services. Again and as part of the overall operating plan the company proposes to install at least one centrally controlled monitor and supporting network hardware at each ferry landing capable of displaying schedule, fare and other passenger information.



The table below summarizes and presents the key components of the Soundview proposed operating plan.

Soundview Operating Plan Summary

Service start date	Spring of 2018
Maximum required operating vessels	Three 149 passenger catamarans
Existing fleet/new build	New build
Average cruise speed	25 knots
Maximum peak period headway	30 minutes
Maximum travel time one way	45 minutes
Total annual operating hours	13,006 hours
Peak period vessel passenger capacity	894 passengers
Projected peak period passenger utilization	477 passengers (53.3%)
Projected annual ridership	526,345
Fare structure	Single Trip \$2.75
	Monthly \$116.50
	30 day NYW APP pass \$116.50
Ticketing options	Two TVMs per landing
	NY Waterway APP
	Full time agents at Pier 11
	Seasonal agent at East 34 th Street
	Floater available as needed
Passenger information displays	One monitor per location

Add Alternate Route (East River Ferry)

NY Waterway presently operates the Add Alternate Route or East River ferry service and the three 149 passenger vessels necessary to maintain the weekday service characteristics are part of its current fleet. The three larger monohull vessels necessary to meet the seasonal weekend service demand are also part of the present NY Waterway operation and fleet and will remain available for the foreseeable future.



The Add Alternate Route will maintain the current route configuration servicing the seven ferry landings listed below.

- East 34th Street
- Hunters Point South
- Greenpoint
- North Williamsburg
- Schaefer Landing
- Fulton/DUMBO
- Pier 11

During the peak weekday operating periods the ferry service will continue to maintain a maximum headway no greater than 20 minutes with a total one way travel time of 30 minutes or less. This service configuration requires three vessels operating at a cruise speed of approximately 25 knots during the peak commuting periods. The vessels currently in use during the peak period service hours are available for the off peak periods and suitable for maintaining the lesser headways of 30 and 60 minutes with a one or two vessel configuration. The vessels proposed for this route are listed as Vessels One, Two and Six and are described in greater detail in Appendix One: Vessel Characteristics.

There are an estimated 12,454 service hours associated with the Add Alternative operation including the calculated layover and positioning time (See Appendix Two: Service Hour Calculations). Our projections suggest that annual ridership will exceed 1,400,000 with average weekday traffic ranging between 2,010 and 5,783 passengers per day depending upon the season (see Appendix Three: Ridership Projections). The numbers were derived using the current East River ridership and were adjusted to reflect the projected growth. The proposed vessel configuration provides sufficient capacity during the AM peak commuting periods with only an estimated 57.3% of the available passenger space utilized by the projected 1,368 passengers traveling during the period of maximum utilization.

The proposed fare structure for the Add Alternate Route is consistent with the other services contemplated in this response and is \$2.75 for a single trip, \$116.50 for a monthly pass and \$116.50 for a 30 day NY Waterway APP pass. The ticketing options consist of two Ticket Vending Machines provided by NY Waterway at each ferry landing, the NY Waterway ticket APP, a full time ticket agent at Pier 11 and East 34th Street. NY Waterway will always have a "floater" ticket agent available to staff the site and sell tickets should the two TVMs at any site simultaneously become inoperable.

The customer service and marketing program for the Add Alternate Route is well established and will be continued and incorporated into the program presented in detail as part of the Section Five: System Support Services. Again and as part of the overall operating plan, NY Waterway proposes to install at least one centrally controlled monitor and supporting network hardware at each ferry landing capable of displaying schedule, fare and other passenger information.



The table below summarizes and presents the key components of the Add Alternate Route operating plan.

Add Alternate Operating Plan Summary

Service start date	Ongoing
Maximum required operating vessels during:	
Weekdays	Three 149 passenger catamarans
Weekends	Three 399 passenger monohulls
	(240 passenger catamaran may also be utilized)
Existing fleet/new build	Existing
Average cruise speed weekdays	25 knots
Average cruise speed weekends	16 knots
Maximum peak period headway weekdays	20 minutes
Maximum travel time one way	30 minutes
Total annual operating hours	12,454 hours
Peak period vessel passenger capacity	2,384 passengers
Projected peak period passenger utilization	1,368 passengers (57.3%)
Projected annual ridership	1,419,000
Fare structure	Single Trip \$2.75
	Monthly \$116.50
	30 day NYW APP pass \$116.50
Ticketing options	Two TVMs per landing
	NY Waterway APP
	Full time agents at Pier 11
	Seasonal agents at East 34 th Street, Hunters
	Point South, Greenpoint
	N. Williamsburg, Schaefer Landing and DUMBO
	Floater available as needed
Passenger information displays	One monitor per location



Pre-Launch Planning and Activities

Immediately upon execution of the CFS operating agreement, the pre-launch planning and associated activities will commence and will consist primarily of the following:

- Early in 2016 and ongoing into 2018, NY Waterway will acquire, construct and modify the vessels necessary to initiate the desired ferry service routes in 2017 and 2018.
- In the second half of 2016, additional human resource staff will be added to begin the process of identifying and hiring the approximately 236 employees necessary to start and sustain the CFS.
- In the second half of 2016, NY Waterway will hire and train the Port Captains required to oversee the ferry operations associated with the CFS.
- In the second half of 2016, NY Waterway will begin to hire and train the ferry maintenance staff necessary to perform the maintenance associated with the CFS vessels.
- Beginning late 2016 and ongoing into 2018, NY Waterway will hire and train ferry crews.
- Beginning late 2016 and ongoing until the initiation of the last ferry route in 2018, NY Waterway will hire and train ticket agents and supervisors.
- Beginning late 2016 and into early 2017, NY Waterway will hire and train customer relations and marketing staff.
- Beginning late 2016, NY Waterway will hire and train customer service agents.
- Beginning late 2016 and into early 2017, additional accounting and reporting staff will be hired.
- Early 2017, the technology support staff necessary for the installation and activation of the mesh network and PIDs will be hired.

Additionally and during 2016 and into 2017, the development of the mobile ticketing application dedicated to the CFS will commence and be completed, as will the installation of the ticket vending machines at all of the new landing sites and the expansion of the mesh network and PIDs. During this period, NY Waterway management and staff will be available to assist EDC in the design and construction of the ferry landings, schedule vessel test runs and time trials and prepare and launch a pre-start marketing campaign. A detailed project schedule highlighting specific milestones will be prepared and submitted post contact execution.

We will incur significant start-up and operating costs in advance of the launch dates which should be separately addressed through pre-launch funding by EDC:



- Pre-opening labor to train the 30 new captains and 60 new deckhands required for the CFS and related human resources costs to hire those crews (we believe six weeks of payroll for the pre-launch vessel crew staffing will be required).
- Vessel operating costs during the pre-launch testing phase (we assume approximately one month in the aggregate of such usage).
- Carrying costs for the acquisition and construction of new vessels.
- Management overhead that is fully engaged at least three months in advance of launch of the first new routes.
- Cost sharing for the deployment of the mesh network (we believe that we will be able to secure homeland security funding for the expansion of the mesh network and that the cost share will be limited to such deployment costs).
- Development of a mobile ticketing application dedicated to the CFS.
- Ticket vending machines at all of the new landing sites.

During the finalization of a definitive contract for the CFS, we would work with EDC to identify and minimize the foregoing costs. We propose that EDC cover the foregoing out-of-pocket pre-launch costs without any mark-up, overhead or other charges added thereto.

Ferry Maintenance

Reliable vessel performance is the cornerstone of any NY Waterway ferry operation and this goal will be met and exceeded with respect to the proposed CFS operation. To achieve this objective, NY Waterway conducts routine maintenance for its ferry operations according to planned maintenance schedules. The company maintains a staff of 30 mechanics that are highly trained and available around the clock to provide routine and non-scheduled maintenance. This existing staff will be supplemented with 17 additional maintenance personnel to insure the timely repair and maintenance of the additional vessels in the proposed operation.

NY Waterway maintains its fleet according to all applicable U.S. Coast Guard requirements, with periodic inspections occurring according to pre-determined schedules. We may perform light maintenance activities at the proposed layover site but in general major maintenance projects, including those that require hauling of a vessel, will take place at our existing maintenance facility in Weehawken, NJ, where the company maintains a floating travel lift capable of hauling all of the company's vessels. This unique apparatus permits the company to quickly haul, repair and inspect its vessels within its operating area so as to insure prompt vessel repair and availability.



NY Waterway Vessel in Travel Lift

NY Waterway's maintenance facility operates 24 hours a day, seven days per week. When necessary, the company employs the services of external contractors to insure the timely maintenance of its ferries and buses. Typical functions performed at the Weehawken maintenance facility include:

- Vessel hauling and painting;
- Hull cleaning and repair;
- Propeller and water-jet repair;
- Engine repair and replacement;
- Preventive maintenance.

Our existing facilities can accommodate many of the vessels required for the CFS. However, the most efficient plan that minimizes positioning time (what the RFP refers to as Dead Heading) and centralizes layover vessels and crews entails a layover facility within the operating area of the CFS. Our service hour calculations and our proposal are based on a layover plan of this type.

The primary alternative for a layover facility would be at Atlantic Basin. It would require marina style berthing for up to 12 vessels, with shore power, water and sullage pump out capability. Such a facility could be installed on the Pier 12 side of the Basin and activate a portion of the facility that has been underutilized to date, while preserving the other revenue-producing slips on the Pier 11 side of the facility. Our proposal assumes that (i) the cost of the improvements to the facility, which we estimate will cost approximately would be a capital cost under the DockNYC program and that we would pay rent for use of the facility in an amount to be determined



and (ii) the term of the arrangement for the use of Atlantic Basin (and therefore of the DockNYC arrangements at Atlantic Basin) would be coterminous with the contract for the CFS.

In addition, crew quarters should be co-located at the layover facility and we propose to use for this purpose the available interior space at the Pier 11 shed, on terms and conditions to be determined. We are prepared to consider other locations for the layover space should EDC so prefer.

Our service hour calculations and our proposal also assume the availability, without cost, of certain of the more remote landings for overnight berthing of the vessels servicing that route. We have assumed that two vessels for each of the Rockaway Route, Soundview Route and Astoria Route will have use of those landings for overnight berthing.

Also, with an estimated of fuel to pump annually on a 24-hour, 365-day basis, we do envision expanding our fueling infrastructure and the amortization of the capital costs thereof are included in our projections as part of the price per gallon for fuel.

Appendix Ten contains the typical maintenance checklists associated with our current maintenance program.

Atlantic Basin Berthing Facility Cost Estim	nate
9 Steel Floats 50'x10'x4'	
72 Vertical Wing Fenders and Steel Frames	
3 Aluminum Gangways 6'x50'	
3 Steel Hinge Plate Assemblies	
18 Steel Piles 14" X 60'	
Pile Driving and Marine Construction	
Utilities	
	Total



Atlantic Basin Berthing Configuration



Contingency Plans

On occasion and without advance notice, there may be the need to replace one of the CFS operating vessels due to maintenance issues. In addition to the 17 vessels in normal daily operation in the CFS, in order to maintain operating schedules without major disruption from out of service vessels, an additional dedicated three spare vessels will be required as part of the CFS. The first response will be to draw upon those dedicated spare vessels for a short term replacement while the regularly scheduled vessel is repaired. This immediate response is possible because NY Waterway provides all the maintenance for its ferry operations and maintains a staff of 30 ferry mechanics that are highly trained and available around the clock to provide routine and non-scheduled work. We believe it is important to reserve the ability on an emergency basis to also utilize unbranded vessels from our remaining fleet if needed.

With respect to weather emergencies, NY Waterway takes great pride in its ability to operate under the most adverse conditions including; high wind, rain, fog, snow and ice. On many occasions, NY Waterway has been the primary transportation means for residents and commuters from its operating areas when other transportation systems were out of service. Indeed, most recently and immediately after Hurricane Sandy NY Waterway was called into service to provide



expanded operations on existing and new ferry routes to replace damaged and inoperative transportation infrastructure.

NY Waterway operates several long distance ferry services and the most similar to the Rockaway and Soundview operations is its Belford service from Monmouth County. This 28 nautical mile operation has become one of the most reliable long haul ferry services in the Harbor and has an extraordinary record of on time service regardless of the weather. NY Waterway remains confident that it will provide reliable, on time, regularly scheduled service from even the most distant CFS terminals regardless of the operating conditions.

Section Five: System Support Services

Full Ticketing Solution

NY Waterway currently employs to facilitate ticket sales in its terminals, at carts and kiosks at remote locations and, when necessary, on board its vessels. The agents, the first line of customer service and revenue control, report to field supervisors who in turn report directly to management. NY Waterway ticketing staff is well versed in the ferry operation and, in addition to the ticketing function, provides critical information about service schedules, service conditions and emergency situations to customers. The ticket agents and field supervisors, when necessary, provide crowd control and ensure the orderly transfer of passenger to and from the vessels. The company estimates it will require eight additional ticket agents and three ticket supervisors to staff the operations associated with the CSF. The staffing schedule can be found in Appendix Ten: Ticket Agent Hours.

The proposed fare structure for the five CFS routes is consistent throughout and has been presented and discussed above in the operations portion of this proposal. The following therefore will be limited to the TVMs and Mobile Apps. As a means of reducing the cost associated with ticketing personnel, we propose to expand the current inventory of TVMs to all the landing sites proposed in the RFP. Further we will expand the number of TVMs to two at current locations where there is only one.



Existing East River TVMs

This expansion will provide customers the option to use cash to purchase tickets prior to boarding the vessel at all locations, as at least one of the two TVMs will accept cash transactions. While this is a customer convenience and reduces the expenses associated with on-site staff, there is a significant expense associated with the acquisition and ongoing expenses related to the TVM option. This information can be found in the operating pro forma in Appendix Seven.



We will rely upon NYCEDC to expedite the approval process for the installation of the additional machines. We have also assumed and rely upon NYCEDC to equip each landing barge with the facilities necessary to accommodate both ticket vending machines and ticket agents, including power, internet connectivity and suitable ticket office space.

Although we are proposing to undertake the tasks and expenses associated with adding a second TVM at select locations and installing them at each CFS landing, we plan to consistently staff the East 34th and Pier 11 locations. Remote locations such as Rockaway and Soundview will be staffed on a part time basis and other sites may be added as the seasonal demand requires.

Fare Integration with Mobile Apps

NY Waterway was the first mass transit service in the U.S. to offer a 100% smart device-based App that incorporates payment and ticketing, all in one.

The Mobile App was created and developed for the company by Bytemark, a company that provides a platform for development solutions for mobile commerce. It is available to download for free from www.nywaterway.com, the Android Marketplace and the iTunes App Store, and will work with all Android and Apple iOS-run smart phones as well as the iPad. This solution, unlike others, allows NY Waterway customers to instantly purchase and use a ticket as well as store multiple tickets and monthly passes on their mobile devices. The app runs on Bytemark's mobile ticketing and payment platform.



Some of the key features of the Mobile App, besides the ability to purchase tickets, include:

- Real time advisories for service changes and emergencies
- Easy access to ferry schedules
- Route maps for ferries on both the Hudson River and East River
- GPS bus locator to track status of connecting buses
- Easy access to the NY Waterway and East River Ferry Facebook, Twitter, YouTube, foursquare and Flickr pages

NY Waterway app is the first system that does not require code scanners, NFC (Near Field Communication) readers, or any other expensive infrastructure for a mass transit group or anyone requiring ticket validation. The app has unique security features for NY Waterway management to allow them to change images and ticket details for the deckhands to easily validate tickets. The system also collects real time ridership information anonymously and, in the future, will provide unique advertising to customers based on where they are embarking or disembarking.

NY Waterway was the first transit system in the country to introduce mobile ticketing. Today, between 40% and 45% of the daily weekday ticketing on the East River Ferry takes place through our mobile ticketing platform. We have engaged the developer of our mobile ticketing app (Bytemark Inc.) to develop a mobile ticketing app on all major platforms for the CFS and the cost to develop, host and maintain that system is included within our pro forma financial presentation or will be included within our pre-launch budget. The app will include a vessel locator and journey planner so that passengers will be able to monitor vessel positions directly from their phones and determine their route to the ferry. This component was developed by HaCon, GmbH, a German software development company and frequent partner of Bytemark. HaCon has developed a demonstration model of the app that includes a vessel locator and journey planner, which integrates GTFS data from the MTA into the East River Ferry and NY Waterway GTFS data. It can be downloaded from the following link and will include instructions on basis features:

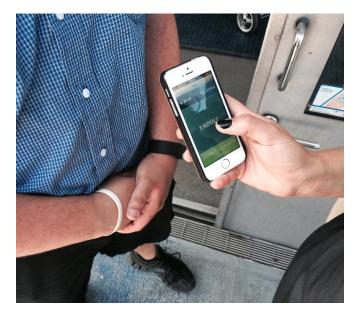
Download-URL (for Android and iOS

HaCon has also developed a web prototype of a vessel locator and journey planner that integrates with various New York City transit systems so that passengers can plan their entire trip. The link to this web interface is:

We include this latter link to demonstrate an alternative that we and EDC may want to consider. However, the cost of this more expansive journey planner is not included in either our pro forma financial presentation or within our pre-launch budget. See also Appendix Six which contains a

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detailed description of Bytemark, its mobile ticketing platform and its reporting capabilities and of HaCon and its journey planner.



Customer Displaying Mobile Ticketing App

Customer Service

We will establish a dedicated customer service operation for the CFS, staffed during all hours in which vessels are operating. Our customer service agents are highly trained in all aspects of our operations and stand ready to solve the most daunting customer problem. To adequately service the CFS customer, six additional customer service staff will be hired and trained in all aspects of the operation. Additionally and to further enhance the customer experience, four additional marketing and customer relations employees will be added and work primarily in the field and at the various landings.

Finally, NY Waterway is the only New York Harbor ferry company with access to a team of highly trained customer field agents. These "street teams" are available at a moment's notice to assist passengers under a variety of conditions including crowding, ticketing and emergency situations such as the recent Hurricane Sandy. The Street Team members arrive on site in clearly identifiable uniforms and are trained in communicating with management, ticketing staff and vessel crews. This team of individuals provided invaluable service during the initial East River Ferry Service start up and continues to play a role in the operation. NY Waterway proposes to employ the customer field agents as necessary and particularly during the initial weeks of service for each ferry route.



Technology Enhancements

Mesh Network

The plans for ticketing, mobile ticketing, vessel locators, passenger information displays and real-time information sharing described elsewhere in our proposal will be enhanced by the further deployment of our wireless mesh network throughout the operating sphere of the CFS and our proposal assumes that we will be provided access to the upland sites necessary for the network. We have historically been able to secure homeland security funding for the majority of the cost of the mesh network and we believe we will be able to do so for the expansion of the network to the entire CFS. Our projections were prepared on the basis of that assumption.

With a wireless network in place, NY Waterway will be able to communicate with its fleet and facilities and assist customers in a way that was previously not possible. Applications may include security, energy and fleet management, digital signage, public Wi-Fi, paperless ticketing, PIDs and much more. To improve customer communications NY Waterway proposes to install at least one PID and the supporting network hardware at every ferry landing.

With more data now available to improve their business, NY Waterway also needed a new way to manage it all in an intuitive way and has turned to the "Pantascene" dashboard system to constantly monitor ferry service activity.

Pantascene allows NY Waterway to focus on improving situational awareness and emergency preparedness via a user friendly and simplified map-based interface upon which they can visualize relevant data. By integrating with the existing AIS system, the operator can turn on a layer of the map to see the location (and other AIS data) of all watercraft in their area. NY Waterway ferries appear with a unique icon and are easily located on the map. By clicking on the ferry icon, the camera streams from its onboard DVR immediately appear. If the operator needs to speak with the captain, the operator can initiate a VoIP call to the selected vessel. This reduces or eliminates the need for using mobile phones by workers for information transfer.

The system also integrates with a PA (Public Announcement) System to send alert messages and signals accordingly in case of emergencies. NY Waterway now has the ability to make announcements to specific ferries, ports or system-wide. By having network connectivity on board, NY Waterway is also improving the quality of their basic product by providing infotainment and Wi-Fi connectivity for its passengers to enjoy. Although the main driving factor behind this installation was security, ridership growth has always been a priority and being able to leverage the Fluidmesh wireless infrastructure for applications beyond security has been a great means for increasing customer satisfaction. Having a reliable Wi-Fi Connection has become an increasingly important for customers and it gives NY Waterway a competitive advantage over other mass transit systems such as subway or light rail where a limited and unreliable Wi-Fi connection is provided.



Pantascene is an open, web-based solution which provides maximum flexibility to NY Waterway to ensure that their critical systems can be accessed anywhere there is a web connection rather than relying on proprietary applications installed on specific workstations. Pantascene's flexible architecture allows the system to be deployed in a manner that best suited the customer's IT environment and business needs. This will also allow the system to easily scale up to handle more cameras and/or users as the needs of the system grow in conjunction with the CFS.

As a result of its Pantascene solution, NY Waterway is able to more proactively manage its fleet as well as manage the safety and security of its employees and the millions of passengers who rely on the ferry for their daily commute.

Marketing Plan

We intend on pursuing a similar marketing campaign with respect to the CFS as we did for the East River Ferry service, focused on neighborhood engagement and outreach and identifying those community partners that can help extend the reach of our message. The participation of city agencies will again be critical to that effort through access to such advertising media as the lamppost banners that were and remain a key element of the marketing campaign for the East River Ferry. If we are successful in identifying a brand sponsor, engagement with that sponsor will also be a central component of our marketing plan.

Our proposed marketing approach will be based upon our years of experience on both the Hudson and East Rivers. Whereas marketing and promotions play an important role in the day-to-day operations of both services, our creative and marketing approach (for this specific program) will be somewhat different from river-to-river, route-to-route, and product-to-product. There will be an "over-riding creative approach", but the "attitude" of the different communities calls for, and justifies, slightly different messaging and perhaps even imagery.

We have, over time, learned what works and what doesn't with regard to specifically targeted audience groups and on an even broader scope, neighborhoods and communities. We realize that the residents of the various landing communities are quite diverse from each other on many levels and should be segmented (from a marketing and/or promotional standpoint) as such. We have also learned that in addition to commuters, these routes will service the needs of leisure travelers as well, and some routes will also have to meet the challenge of dealing with tourists. Those three groups must be addressed using a modified creative approach and slightly different delivery methods.

From a marketing standpoint, there are unique strengths, weaknesses, opportunities, and challenges that come into play with each location covered within the program. We will familiarize ourselves with these and deliver the most effective programs to the correct audience, at the proper time, as we move forward. No matter what the route, our basic marketing approach will be to continue on with the things that have clearly worked for us in the past, on both the East and Hudson Rivers, expanding and improving upon them, while also fine tuning them to become



properly positioned for these new ridership audiences. We will undoubtedly be faced with new and unique challenges and requirements; however we believe that if we follow our "basic formula", we will be successful with our marketing approach.

Below is a general list of items/headings our marketing plan will include:

- Marketing Strategy & Consultation (McMillianCo, NYC&Co.)
- Media Planning & Purchasing (digital, print, outdoor, etc.)
- Social Media Campaign & Management
- Website Design (McMillianCo)
- Mobile App (Bytemark)
- Promotional Videos
- Marketing Support Staff & Materials (including Street Team & Brand Ambassadors)
- Self-Promotional Collateral Materials (posters, brochures, postcards, banners, etc.)
- Search Engine Marketing and Optimization

Digital Advertising

In the category of Internet Marketing (e-marketing, new media) we primarily utilize social media marketing, viral marketing, e-mail marketing, web-based banner ads, blogs, and search engine marketing & optimization. Some of the sources we have used in the past are:

- TimeOutNY
- Daily News
- Brownstoner
- Brooklyn Paper
- Courier Life
- Queens Courier
- L Magazine
- Brooklyn Magazine
- NYCGo.com
- Gothamist
- Times Ledger
- Queens Courier
- Greenpointers
- Village Voice
- DNAinfo

Print Advertising

In the category of print media, we have successfully run ads in local newspapers (Daily and weekly publications) as well as magazines (weekly and quarterly) that include:

TimeOutNY

NY WATERWAY®

- Brooklyn Magazine
- L Magazine
- New York Family
- Brooklyn Paper & Courier Life Publications
- Queens Courier
- Brooklyn Eagle
- Downtown Express
- Village Voice
- Daily News
- Greenpoint Gazette
- Williamsburg & Greenpoint News+Art
- Battery Park Broadsheet

Outdoor Advertising

Outdoor (out of home) advertising consists of many formats which target viewers when they are "on the go." The categories we have had success with are transit, street furniture, and alternative (non-traditional.) Some of our commitments have been for long-term displays and others were refreshed frequently (short-term.) Examples of our work include;

- Pole Banners
- Bus Shelters
- Terminal Banners
- TVM Signage & Wraps
- Waiting Area Posters
- Way Finding Signage
- Bench Messaging
- Building Banners
- Terminal Posters
- Terminal Information Boards
- Terminal Video Screens
- Terminal Dioramas
- Full Bus Wraps
- Full & Partial Boat Wraps
- Street Art Messaging
- Wild Postering





Collateral Materials

In order to properly support and execute our marketing communication plan, we have successfully utilized a variety of media to promote our brand and support our message.

Some of these examples are:

- Concierge Pad Maps
- Route Maps
- Self-Promotional Postcards
- On-Board Posters
- Terminal Posters
- Schedule Brochures & Cards
- Tourism Brochures
- Family Activity Brochures
- Historic Brochures
- Venue Specific/Event Specific Promotional Cards
- Branded Push Carts w/ Branded Umbrellas
- Community Partner & Neighborhood maps



Informational Materials

The single most important requirement regarding customer outreach is informing the public of schedules, policies, and service advisories and/or interruptions. We utilize the following methods in our effort to keep our riders (both regular and infrequent) updated:

- Passenger Information Displays
- Mobile App
- TVM Messaging
- Schedule Boards
- Schedule Cards
- Location Specific Advisory Boards
- Social Media
- Website News & Advisories
- E-Mail Blasts



Sample Social Media Web Page

Sponsorships & Partnerships

We made a conscious effort to become an integral part of the various communities that we serve and to help worthy organizations within those communities promote their causes and attain their goals. Becoming a co-sponsor of events and festivals is perhaps the best way to do this...and it also offers us the opportunity to promote our brands "on-site" in many different neighborhoods to a vast variety of audiences. Below is a partial list of events (mostly annual) we have partnered with and/or co-sponsored in recent years:

- Northside Festival
- DUMBO Arts Festival
- TASTE Williamsburg & Greenpoint
- TASTE Long Island City
- Photoville
- GoGreen Festival
- Big Brooklyn Holiday Toy Drive
- SummerScreen
- Celebrate Brooklyn
- Trust For Governors Island

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- North Brooklyn Pride Festival
- Camp Brooklyn
- Williamsburg Walks
- Northside Entrepreneur Series
- BEAT Festival
- Brooklyn Comedy Festival
- Nuit Blanche
- Local X Local
- NAG/EWVIDCO Neighborhood Cleanup Crew
- Greenpoint Film Festival
- Nitehawk Cinema Outdoor Film Festival
- City Harvest Brooklyn Local
- Atlantic Antic
- Smorgasburg
- Brooklyn Flea
- LIC Flea & Food Festival
- reDISCOVER+reDEFINE
- Brooklyn Revealed
- What's Up Brooklyn?
- MWA Waterfront Conference
- LOMA
- LMCC
- NYC Firefighters Event
- Mommy Poppins
- Greenpoint Chamber Annual Meetings
- Taste Talks



East River Ferry Sponsorship



Travel & Tourism Outreach

New York City welcomed a record 56.4 million visitors in 2014, generating a record \$61.3 billion in overall economic impact. A large percentage of those visitors/tourists, whether they were domestic or foreign, wanted to venture out of Manhattan to "see what all the fuss is all about" in the boroughs of Brooklyn and Queens. This new opportunity will introduce new "undiscovered treasures" and we will continue to promote the tourism aspect of our brand in the following ways:

- NYC&Co Membership
- Local Trade Shows & Fairs
- World Travel Market (International)
- Pow Wow (Domestic)
- Promotional Events with Sites Such As...
 - o Expedia
 - o Eater
 - o GoNYC
 - O Edible Queens/Edible Brooklyn
 - o Get Up & Ride
 - O Urban Oyster
 - Maker Tours
 - O Trip Advisor
 - Lonely Planet
 - o Bike n' Roll

Miscellaneous

In order to successfully promote a new brand in a major (international) market such as New York City, you have to work both ends of the scale. You have to "Go Big" while also covering the "grass roots" approach. In order to build brand recognition, we need to do whatever it takes to make sure our logo/image is seen by as many people as possible. We do this in a variety of ways, using a variety of tools:

- Custom Fabricated Ticketing Push Carts w/ Branded Umbrellas
- Custom Branded Event Tents
- Branded Commuter Buses and Shuttles
- Live Event Prize Wheel
- Promotional Videos
- Community Blog
- Branded Street Team
- Branded Giveaway Items Such As:
- T-Shirts
- Hoodies

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- Baseball Caps
- Knit Caps
- Canvas Bags
- Travel Mugs
- Coffee Mugs
- Lip Balm
- Frisbees
- Stress Toys
- Temporary Tattoos
- Customized Cookies

Concessions

The commissary function to supply 17 vessels at remote locations throughout the City, and the number of additional vessel service hours that function entails, makes it impractical to include an on-board concession operation in our initial plans or to include concession revenue in our projections. We have utilized local vendors in the past on the East River Ferry (Brooklyn Roasting Company) and we will continue to explore those opportunities, particularly on some of the longer runs such as the Rockaway Route, but we believe it is more appropriate to focus these efforts on the upland landings which we understand are not part of the operator's jurisdiction. Nonetheless we are prepared to assist EDC in its effort to identify and secure an appropriate concessionaire.



Section Six: Staffing, Wages and Schedules

The combined ferry companies have over 370 employees in the field and at the corporate offices. The CFS as planned will add an additional 146 new employees with the majority of these coming from New York City. The current staff and particularly key management personnel are prepared to commit the time and resources necessary to start and operate the CFS services. NY Waterway has repeatedly demonstrated its capabilities to meet the most stringent deadlines and most recently with the startup of the East River Ferry.

The routes and operations associated with the CFS will be integrated into the broader NY Waterway ferry and terminal operations and will be overseen by current management staff along with additional management staff hired specifically for this effort (see organization chart included in this package). NY Waterway management has 28 years of experience in ferry vessel and terminal operations, maintenance and logistics. They oversee the over 150 captains and deckhands and 35 vessels that make 1,800 scheduled trips per day.

The over 370 current employees in the ferry operations and maintenance divisions demonstrate NY Waterway's ability to staff the CFS operation in a timely manner. The company has a long and proven track record of recruiting, training and deploying all the necessary staff required to operate and maintain the ferries, terminals and the associated functions. With respect to the vessels, the U.S. Coast Guard determines the manning levels for the ferries and these requirements are the highest priority and met at all times.

NY Waterway is not a certified minority or women owned business enterprise; however, the company is an equal opportunity employer whose ranks are comprised of over 50 percent minority employees. NY Waterway always makes a "good faith effort" to utilize and employ Disadvantages Business Enterprises ("DBE") and does not discriminate when selecting the companies that support its operations. This effort has received affirmation through the company's contractual relationships with the Port Authority of New York and New Jersey, the Metropolitan Transportation Authority, New York City Economic Development Corporation, New York City Department of Transportation, New Jersey Department of Transportation, and NJ Transit, all of which have Minority or Women owned Business Enterprise goals.

While NY Waterway has sufficient upper management personnel necessary for the planning and oversight of the startup, it must hire nearly the full complement of staff required for the day to day operation of the proposed routes. The timing of the hiring varies but will begin well in advance of the first departures and for captains and deckhands may be as much as six months prior to the start of the operation of any particular route to insure proper training. The majority of the employees hired will be done so under the existing collective bargaining agreements with the following trade unions:



The Seafarers International Union ("SIU") represents all ferry captains and deckhands onboard NY Waterway vessels. The existing contract runs through October 2019. The SIU has submitted a letter of support of our proposal, a copy of which is included Appendix Ten.

The International Association of Machinists ("IAM") represents all maintenance employees; covering Ferry and Bus Mechanics, Maintenance Workers and Construction Workers. The current contract runs through May 2018.

The Transportation Workers Union (TWU) covers all bus drivers and bus cleaners and the contract runs through June 2015.

NY Waterway has a history of excellent labor relations with the members of these unions and has never experienced a strike, work stoppage, or job action. Accordingly, NY Waterway does not expect any labor issues to affect the operation of the CFS. Regardless of their operating union or affiliation, all NY Waterway employees go through an extensive pre-employment screening prior to hiring. The company conducts a vigorous background check prior to employment and conducts drug testing programs for new hires and existing employees. Once hired these employees receive extensive orientation in passenger safety and customer service through live training exercises and the use of NY Waterway's own proprietary training videos.

The company is prepared to participate to the fullest extent feasible in the HireNYC program in its effort to identify and hire the staff necessary for the full operation of all the routes associated with the CFS and as identified above. NY Waterway supports the HireNYC objectives and typically attempts to hire individuals from the communities surrounding its operations. Additionally and as a means of reaching further into local communities, the company will work with the trade unions, Kingsborough Community College and the New York Harbor School to avail itself to the training and placement programs available at each.

The estimated number of new full time equivalents associated with the CFS is 236 including new captains, deckhands, maintenance staff, customer service personnel, ticket agents and supervisor staff. The table below illustrates the distribution of new full time equivalents by job type.



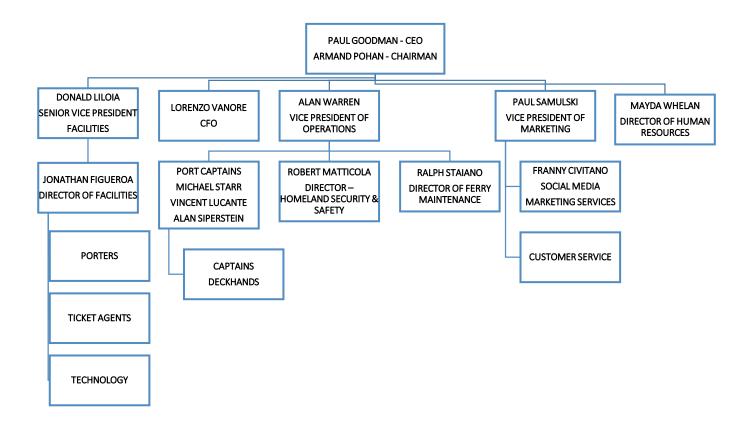
New Full Time Equivalents by Job Type

Ferry Company Positions	Number of full time equivalents	Wages	
Port Captains			
Captains			
Deckhands			
Maintenance Supervisor			
Maintenance Staff			
Fuelers			
Vessel Porters			
Ticket Agent Supervisors			
Ticket Agents			
Marketing & Site Coordination Personnel			
Customer Service Supervisors			
Customer Service Agents			
Human Resources			
Accounting			
Technology Support			



ORGANIZATIONAL CHART

The following sets forth the intended organizational chart for the proposed joint bidder:





Section Seven: Financial Statements

See Appendix Seven



Section Eight: Cost of Operations Projection (Expenses)

Pro Forma Projections

In addition to the assumptions described elsewhere herein, the following key assumptions were made in the preparation of the pro forma financial information included in our proposal.

- We assume a net fare collection of per passenger. This reflects our historical experience with the manner in which monthly and 30-day passes and free passage for children impact the overall single trip fare. Given the already low subsidized fare, we do not envision any further discounts beyond a \$116.50 monthly or 30-day fare.
- The projections are based on the ridership assumptions included herein, which as noted differ from the 4.6 million annual passenger estimate made by the City.
- Our proposal assumes that our calculation of service hours, positioning hours and layover hours accurately captures the schedules envisioned by EDC in the RFP. We have included a detailed schedule of our calculation of such hours. It includes a representative schedule for each of the routes, which when implemented would have to be adjusted to maximize connections between routes while at the same time avoiding conflicts among slip assignments.
- The month-by-month figures in the Comprehensive Summary are based on all routes and will not add up to the year 1 totals since the latter numbers are the totals for routes that launch during 2017 only and the Add Alternate Route. The year 2 numbers assume the launch of the 2018 routes on the commencement of year 2.
- We have used an estimated fuel price of per gallon during 2017, inclusive of the amortization of anticipated fueling infrastructure costs, and an estimated consumption rate of per hour across all classes of vessels during revenue hours and positioning hours.
- We do not have enough information as this juncture to have included an estimate of sponsorship or advertising revenue and accordingly have not included any estimate of the anticipated participation payments to the City from that source.
- As noted, to avoid delays and missed departures from out-of-service vessels, our operations plan includes maintaining spare vessels at the layover facility. In addition, our proposal includes, and the pro forma financial information includes the cost of, a spare crew available at the layover facility during all hours of operation, so that a spare vessel can be immediately deployed to substitute for the out of service vessel.

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- As noted below under the heading "Governors Island Service," the three boats required for the South Brooklyn Route as currently configured in the RFP could also stop at Governors Island without affecting the number of boats required or the number of service hours. There would be a modest additional cost (due to the conversion of layover hours into service hours), but we believe it would be largely offset by increased ridership. As a result, the pro forma financial information included herein reflects no additional cost or revenue for adding Governors Island service.
- The projections reflect an assumed annual increase in ridership and in operating costs.
- Our pro forma financial information includes not only a comprehensive presentation of all six routes and separately the five new routes in the aggregate, which we understand to be the revised required submission, we have also included separate route by route pro forma financial information including all allocated expenses, other than the cost of System Support Services. The separate route pro formas are based on certain system-wide assumptions that may not be applicable to an individual route when viewed on a standalone basis.

The complete pro-forma projections are presented in Appendix Eight.



Section Nine: Respondent's Compensation

New Routes		



Add Alternate Route

In light of the reduced fares contemplated by the CFS as compared to the current East River Ferry fare structure and the increased service hours contemplated by the RFP compared to the current contractual schedule on the East River Ferry (and even factoring in a modest increase in ridership due to the new fare structure), the required subsidy for the Add Alternate Route will need to be increased from ally, commencing on the launch date of the 2017 routes. The increased subsidy reflects the revenue loss based on ridership levels and the increased service hours; we have not included in our request the anticipated revenue loss from the growth in ridership that is expected on this route after the launch date of the new routes. All of the foregoing subsidies would be payable quarterly in advance.

Participation Payment

As noted above, we propose participation payments to EDC from a combination of fare box revenue derived from ridership in excess o riders annually and from non-fare box sources. Specifically, we propose to pay average net fare box revenue per passenger in each full year of operation of the CFS (in essence, commencing with the first full 12month period in which all of the routes contemplated by the CFS are operational) multiplied by the number of riders in such year in excess (ii) any funds realized from the sale of branding rights or other sponsorship or advertising sources, net of commissions. We have had preliminary discussions with groups that we believe would be of assistance in evaluating and selling sponsorship opportunities in connection with the CFS and, while it is premature to have engaged in substantive discussions with prospective sponsors, we do believe there may be an opportunity to monetize these resources depending in large part on the extent of the availabilities we and the City can create. Naming rights, boat wraps, signage, lamp post banners, branded mobile ticketing app and all of the myriad additional ways in which a sponsor's brand might be associated with the CFS need to be evaluated and an agency suited for the task needs to be engaged, all of which we believe we are in the best position to do, with the critical input and approval from EDC and other city agencies.

Pre-Launch Funding

The operating subsidies outlined above cover only the periods when the CFS is in operation. We will incur significant start-up and operating costs in advance of the launch dates which should be separately addressed through pre-launch funding by EDC:

- Pre-opening labor to train the 30 new captains and 60 new deckhands required for the CFS and related human resources costs to hire those crews (we believe six weeks of payroll for the pre-launch vessel crew staffing will be required).
- Vessel operating costs during the pre-launch testing phase (we assume approximately one month in the aggregate of such usage).

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- Carrying costs for the acquisition and construction of new vessels.
- management overhead that is fully engaged at least three months in advance of launch of the first new routes.
- Cost sharing for the deployment of the mesh network (we believe that we will be able to secure homeland security funding for the expansion of the mesh network and that the cost share will be limited to 25% of such deployment costs).
- Development of a mobile ticketing application dedicated to the CFS.
- Ticket vending machines at all of the new landing sites.

During the finalization of a definitive contract for the CFS, we would work with EDC to identify and minimize the foregoing costs. We propose that EDC cover the foregoing out-of-pocket pre-launch costs without any mark-up, overhead or other charges added thereto.

CPI Adjustment

As noted above, we anticipate normal increases in costs over time in line with typical changes in inflation that will not be absorbed by gains in ridership gains due to the significant degree to which anticipated costs exceed anticipated fare box revenue. Since fuel costs roughly approximate anticipated fare box revenue and since increased fuel costs are addressed separately below, our proposed CPI adjustment would apply directly to the requested subsidy payments. The annual subsidy would be increased annually by the percentage increase, if any, in the "Intracity Transportation" expenditure category under "Transportation-Public Transportation" in the Consumer Price Index for All Urban Consumers (CPI-U): U.S. City Average, Detailed Expenditure Categories, published by the U.S. Department of Labor, Bureau of Labor Statistics.

Fuel Adjustment

Fuel represents the single largest cost in the operation of the CFS and perhaps the greatest risk. While the price of fuel is at a low level in terms of recent history, there continues to be substantial volatility in the price of oil and most importantly great uncertainty as we look out over the expected term of the CFS. At the fare structure contemplated by the RFP, there is also great uncertainty about the ability of an increased fare to fully compensate for even a modest increase in fuel costs without a substantial impact on ridership.

We therefore propose a two-pronged approach to the cost of fuel. First, fares may be increased from time to time to recapture the increased costs of fuel over an initial floor of per gallon, such increased costs to be allocated over the most recent annual ridership on the CFS (or in the event less than a full 12 months of ridership history is available, based on our reasonable estimate of projected ridership for the succeeding 12 months after the proposed fare increase). Second, in the event of fare increases from time to time that aggregate at least per full paying passenger in excess of the initial fare on the CFS, then in lieu of increasing fares beyond



above the initial fare, the required subsidy shall be increased from time to time to cover the increased fuel costs in excess of the amount that is anticipated to be recovered from the increased fare structure.

Term; Renewal Term; Non-Renewal Contribution

We understand the proposed term of the CFS for a Comprehensive Response bidder will be six years from the date of launch and that EDC shall have the right in its discretion to renew for an additional term of five years. Our proposal for the renewal term is a continuation of the terms and conditions in effect during the initial term, except that if permitted under the RFP we propose that the basic single trip fare be adjusted to be equal to that of a single trip subway/bus fare; if not permitted under the RFP, we may revisit the proposed terms and conditions for the renewal term. We require 18 months advance notice of EDC's election to renew the CFS in order to assure that the vessels needed to continue the service are available for the renewal period.

As noted above, we do not believe it is realistic to expect the CFS to be self-sustaining at any point in time. Moreover, the limited initial term of six years is not sufficient to amortize the substantial capital investment required by an operator to launch the CFS. While we have ameliorated the impact somewhat through utilization of our current fleet, our substantial existing infrastructure and the vessel subcontract arrangements described herein, we nonetheless believe that a substantial contribution by EDC to that capital outlay would be required in the event EDC does not elect to renew the CFS contract. While the exact amount will depend on the final number of new vessels required for the CFS (which will be determined as the CFS contract is finalized), we believe that half of the then unamortized cost of those new vessels (based on a 15-year amortization schedule) should be addressed by EDC.

Landing Fees

We have not included landing fees in our pro forma projections beyond the amounts we currently pay for the East River Ferry. Any landing fees imposed by city agencies in excess of those amounts would be added to the amount of the requested subsidy.



Section Ten: Doing Business Data Forms

See Appendix Nine.



Section Eleven: Majority and Women-Owned Business Enterprises ('M/WBE") Plan

NY Waterway is not a certified Minority or Women owned Business Enterprise (MWBE). However, NY Waterway is an equal opportunity employer whose ranks are comprised of over 50 percent minority individuals. NY Waterway always makes a "good faith effort" to utilize and employ Minority or Women owned Business Enterprises. This effort has received affirmation through the company's contractual relationships with the Port Authority of New York and New Jersey, the Metropolitan Transportation Authority, New York City Economic Development Corporation, New York City Department of Transportation, New Jersey Department of Transportation, and NJ Transit, all of which have Minority or Women owned Business Enterprise goals.

NY Waterway is aware of the requirements of Local Law No. 129 of 2005 and Local Law 1 of 2013 amended Section 6-129 of the Administrative Code of the City of New York (hereinafter "Section 6-129") which establishes a program for participation in City procurement by minority- owned business enterprises ("MBEs") and women-owned business enterprises ("WBEs", together with "MBEs" collectively referred to as "M/WBEs"), certified in accordance with Section 1304 of the City Charter.

Consistent with the requirements of the Local Law NY Waterway has solicited proposals from MBEs and WBEs and has found a WBE transportation company that will provide the shuttle bus service in Rockaway. The contract amount exceeds \$500,000 and the M/WBE submission forms are included with Appendix Four: Rockaway Shuttle Bus Proposal.



List of Appendices - Bound Separately



APPENDIX ONE: Vessel Characteristics

Vessel One 149 Passengers Allen Catamaran

Catamaran
Allen Marine – Sitka, AK
Aluminum Catamaran
78 feet
26 feet
5.5 feet
2 decks - 1 enclosed
127/22
Bow-loading
Yes
Yes
4 x Caterpillar 3406E
4 x Hamilton Water Jets
Ultra Low Sulfur
24 knots

Vessel Two 240 Passengers Allen Catamaran

Model	Catamaran
Shipyard	Allen Marine – Sitka, AK
Type of Construction	Aluminum Catamaran
Length	78 feet
Beam	26 feet
Draft	5.5 feet
Number and Type of Decks	2 decks - 1 enclosed
Vessel Capacity Seated/Standing	149/91
Loading Configuration	Bow-loading
ADA Accessible	Yes
Bicycle and Stroller Accessible	Yes
Engine	2 C32 Caterpillar Acert
Drive	Propellers
Fuel	Ultra Low Sulfur
Cruising Speed Loaded	25 knots

Vessel Three 97 Passengers Allen Planing Monohull

Model	Monohuli
Shipyard	Allen Marine – Sitka, AK
Type of Construction	Aluminum Catamaran
Length	64′ 9″
Beam	18'
Draft	5
Number and Type of Decks	1 enclosed
Vessel Capacity Seated/Standing	82/15
Loading Configuration	Bow-loading
ADA Accessible	Yes
Bicycle and Stroller Accessible	Yes
Engine	3 x Caterpillar 3406E
Drive	3 x Hamilton Water Jets
Fuel	Ultra Low Sulfur
Cruising Speed Loaded	28 knots

Vessel Four 149 Passengers Gladding Hearn Catamaran

Model	Catamaran
Shipyard	Gladding Hearn - Somerset, MA
Type of Construction	Aluminum Catamaran
Length	72 feet
Beam	27.39 feet
Draft	5.08 feet
Number and Type of Decks	2 decks - 1 enclosed
Vessel Capacity Seated/Standing	123/26
ADA Accessible	Yes
Bicycle and Stroller Accessible	Yes
Engine	2 x Cummins QSK 19-M
Drive	Bruntons, 5-Blade Ni-Br-Al
Fuel	Ultra Low Sulfur
Cruising Speed Loaded	26 knots

Vessel Five 99 Passengers Derecktor Catamaran

Model	Catamaran
Shipyard	Gladding Hearn - Somerset, MA
Type of Construction	Aluminum Catamaran
Length	53.3 feet
Beam	19 feet
Draft	4 feet
Number and Type of Decks	2 decks - 1 enclosed
Vessel Capacity Seated/Standing	54/21
Loading Configuration	Bow-loading
ADA Accessible	Yes
Bicycle and Stroller Accessible	Yes
Engine	2 x Detroit Diesel Series 60
Drive	Propeller
Fuel	Ultra Low Sulfur
Cruising Speed Loaded	25 knots

Vessel Six 399 Passengers Gladding Hearn Monohull

Model	Monohuil
Shipyard	Gladding Hearn - Somerset, MA
Type of Construction	Aluminum
Length	97 feet
Beam	27 feet
Draft	7 feet
Number and Type of Decks	2 decks - 1 enclosed
Vessel Capacity Seated/Standing	350/49
Loading Configuration	Bow-loading
ADA Accessible	Yes
Bicycle and Stroller Accessible	Yes
Engine	2 x Caterpillar C-18 ACERT
Drive	Propeller
Fuel	Ultra Low Sulfur
Cruising Speed Loaded	16 knots

Vessel Seven 149 Passengers Yank Monohull

Model	Monohull
Shipyard	Yank Marine – Tuckahoe, NJ
Type of Construction	Aluminum
Length	65ft
Beam	20 ft
Draft	6 ft
Number and Type of Decks	1 enclosed/ 1 open
Vessel Capacity Seated/Standing	100/49
Loading Configuration	Bow-loading
ADA Accesible	Yes
Bicycle and Stroller Accessible	Yes
Engine	2 X Caterpillar C18 Acert
Drive	Propeller
Fuel	Ultra Low Sulfur
Cruising Speed Loaded	26 knots

Vessel Eight 240 Passengers Yank Catamaran

Model	Catamaran
Shipyard	Yank Marine – Tuckahoe< NJ
Type of Construction	Aluminum Catamaran
Length	78 feet
Beam	26 feet
Draft	7 feet
Number and Type of Decks	2 decks 1 enclosed/1 open
Vessel Capacity Seated/Standing	149 enclosed/ 91 open
Loading Configuration	Bow-loading
ADA Accessible	Yes
Bicycle and Stroller Accessible	Yes
Engine	2 x Caterpillar C32 Acert
Drive	Propellers
Fuel	Ultra Low Sulfur
Cruising Speed Loaded	25 knots



APPENDIX TWO: Service Hour Calculations

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2	9840	1452	858	1155	12305	7201	3358	1/183	828	265	13495	6738	1445	1452	442	565	10672	5689	1445	1452	442	265	10829	6913	3358	1408	715	613
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				ľ				ij				5250	1360	946	416	385	8357											200
,						5906	2225	1395	175	200	10581																	
	8320	1364	906	805	11295																							
1 2 1	0	0	0	280	280	585	723	0	381	0	1698	788	0	418	0	175	1381	2171	0	418	0	175	2308	1050	510	0	109	0
	920	88	25	02	730	202	340	38	25	35	1215	700	85	888	32	35	934	902	22	88	3/2	35	934	000	340	88	25	23
1	2	2	2	2			3	61	7	1		3	1	2	1	-		60		2	1	-		r	m	2	7	1
	Rockaway Weekday (All Seasons)	Rockaway Weekend (Summer 60)	Rodiaway Weekend (Shou ders 60)	Sockaway Weekend (Winter 90)	Total	South Brooklyn Weekcay (Summer & Shoulders)	South Brooklyn Weekday (Winter 50)	South Brooklyn Weekend (Summer 45)	South Brooklyn Weekend (Shoulders 60)	South Brooklyn Weekend (Winter 90)	Total	Astoria Weekcay (Summer & Shoulders)	Astoria Weekday (Winter 60)	Assoria Weekand (Summer 15)	Astoria Weekend (Shoulders 50)	Astoria Weekend (Winter 90)	Total	Lower East Side Weekcay (Summer & Shoulders)	Lower East Side Weekday, Winter)	Lower East Side Weekand (Summer 45)	.ower East Side Weekend i Shaviders 60)	Lower East Side Weekend (Winter 90)	Total	Soundview Weeknay (Summer & Shaulders)	Soundview Weekday (Winter)	Sounoview Weekend (Summer 45)	Soundview Weekend (Shoulders 60)	Soundview Weekend (Winter 90)

eekday Summer and Shoulders	2
eekday Winter	11
feekend Summer	=
eekend Shoulders	20
eekend Winter	J

60305.35 Total his include deployment Exdusive of ERF

12453.86 ERF Total Annual Frs 72759.41 Grand Total w/ ERF, Deployment and Layover

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Sarvice Hours	905	958	984	951	583	952	982	984	352	982	588	879	11295
Positioning	62	85	23	9	62	8	23	99	8	62	95	8	730
Lav Over Hours	38	3	O	D	0	-	0	b	-	D	7	77	280
	1044	826	1046	1101	1045	1012	1044	1026	1012	1044	1012	1011	12305
						SOUTH	SOUTH BROOKLYN	The same of the sa	- April Sta				
	lan	Feb	Mar	Apr	May	Jun	핕	Aug	Sep	000	Nov	Dec	Total
Service Hours	177	695	907.05	593,75	1027.5	996.5	1025.75	1030.25	8/3.3	872.25	127	711	18501
Positioning	76	26	108	102	106	104	104	108	104	104	96	33	1215
Lay Over Hours	178.5	178.5	195.4	7174	74.8	74.8	71.4	78.2	192	217.9	187	173.5	1698
1	999.5	965.5	1210.45	1167.15	1208.3	1175.3	1201.15	1216.45	1169.3	1194.15	1005	982.5	13495
						AST	ASTORIA						
	Jan	Feb	Mar	Apr	Way	Jun	Įnr	Aug	Sep	Oct	Nov	Dec	Total
Service Hours	94	424	818	823.5	853,5	832	845	862	788	750	240	435	8357
Positioning	31	23	100	102	106	펄	F	103	96	34	30	æ	934
Lay Over Hours	25	NO.	103.3	180	184.5	175	189.5	179.5	66	54.5	40	45	1381
8	527	493	1021.5	1105.5	1144	1111	1138.5	1149.5	983	978.5	510	510	10672
						LOWER	LOWER EAST SIDE					discount of the	
	Jan	Feb	Mar	Apr	May	lun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Service Hours	445	424	716.3	731 1	756.7	735.2	752.6	760.8	691.2	697.6	440	435	7587
Positioning	31	92	100	102	106	104	104	103	96	36	30	8	934
Lay Over Hours	20	40	225.4	291.3	301.1	291.5	3008	201.4	215.5	205.8	10	45	2308
	537	493	1042.2	1124.4	1163.8	1130.8	1157.4	1170.2	1002.8	947.4	510	STO	10829
						SOUN	SOUNDVIEW						
	Jan	Feb	Mar	Apr	May	rn/	Jol	Aug	Sep	Oct	Nov	Dec	Total
Service Hours	784.5	751.5	830.5	839.5	919	688	5.616	918.5	501	809.5	781	768	1006Z
Positioning	¥	76	201	107	306	37	104	105	104	16	3,6	8	1215
Lay Over Hours	126	126	190	126	132	132	126	138	787	161	132	126	1729
w I	1004,5	969.5	1128.5	1117.5	1157	1125	1149.5	1164.5	1089	1104.5	1009	286	13006
					a	AL ROUTES (E.	ALL ROUTES (Eaclusive of ERE)						
	Jan	Feb	Mar	Apr	May	Jun	Int	Aug	Sep	Oct	Nov	Dac	Total
Service Hours	3305.50	3150.50	4256.35	4388.85	4539.70	4104,76	4524.85	4555.55	4105.50	4151.35	3271.00	3223.03	47882
Positioning	312.00	300,00	478.00	468.00	486.00	00'922	478,00	494,00	460.00	458.00	312.00	306.00	5028
Lay Over Hours	484.50	448.50	714.30	668.70	692,40	673.40	637.70	697.10	690.60	705.20	463.00	466.50	7396
	4102.00	3899.00	5448.55	55,555	5718.10	5554.10	5690.55	5748.65	5256.10	5318.55	4046.00	4000.50	60306

Route: Rockaway Weekend (Summer 60 min Max Headway)	Route: Rockaway V
CTT FINDIX A. FIODOSES FEIT SOCIEDATES	

		North	North Bound		South Bound
Period	Boat #	Rockaway	Brooklyn Army Terminal	Wall St/Pier 11	Brooklyn Army Terminal
All Season	1	6:3C AM	7:10 AM	7:30 AM	7:50 AM
All Season	2	7:30 AM	8:10 AM	8:30 AM	8:50 AM
All Season	1	8:3C AM	9:10 AM	9:30 AM	9:50 AM
All Season	2	9:30 AM	10:10 AM	10:30 AM	10:50 AM
All Season	1	10:30 AM		11:30 AM	11:50 AM
All Season	2	11:30 AM	12:10 PM	12:30 PM	12:50 PM
All Season	1	12:30 PM	1:10 PM	1:30 PM	1:50 PM
All Season	2	1:30 PM	2:10 PM	2:30 PM	2:50 PM
All Season	1	2:30 PM	3:10 PM	3:30 PM	3:50 PM
All Season	2	3:30 PM	4:10 PM	4:30 PM	4:50 PM
All Season	ы	4:30 PM	5:10 PM	5:30 PM	5:50 PM
All Season	2	5:30 PM	6:10 PM	6:30 PM	6:50 PM
All Season	خسر	6:30 PM	7:10 PM	7:30 PM	7:50 PM
All Season	2	7:30 PM	8:10 PM	8:30 PM	8:50 PM
All Season	1	8:30 PM	9:10 PM	9:30 PM	9:50 PM

Service Hours
Positioning Time
Layover Hours

Days

Total Hours

Summary

of Vessels

Total Monthly Hours 714 714 782 714 748 748 714 782 748 714 748 714	Total Layover Hours	Total Positioning Hours	Total SVC Hours (exlusive of layover Hrs)	# of wk Days		
714	0	42	672	21	Jan	
714	0	42	672	21	Feb	
782	0	46 42	736	23	Mar	
714	0	42	672	21	Apr	
748	0	4	672 672 736 672 704 704 672 736 704	22	May	Wee
748	0	44	704	22	Jun	Weekday All Season
714	0	42	672	22 21	ш	All S
782	0	45	736	23	Aug	easor
748	0	44 44 42 46 44 42	704	23 22 21	Sep	2
714	0	42		21	Oct	
748	0 0 0 0 0 0 0 0 0 0 0	4	672 704	22	Nov	
714	0	. 42	672	21	Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec	
	0	520	8320	260	Total	•

		North	North Bound		South Bound
Period	Boat #	Rockaway	Brooklyn Army Terminal	Wall St/Pier11	Brooklyn Army Terminal
Summer Weekend (60)	1	6:30 AM	7:10 AM	7:30 AM	7:50 AM
Summer Weekend (60)	2	7:30 AM	8:10 AM	8:30 AM	8:50 AM
Summer Weekend (60)	ы	8:30 AM	9:10 AM	9:30 AM	9:50 AM
Summer Weekend (60)	2	9:30 AM	10:10 AM	10:30 AM	10:50 AM
Summer Weekend (60)	ы	10:30 AM	11:10 AM	11:30 AM	11:50 AM
Summer Weekend (60)	2	11:30 AM	12:10 PM	12:30 PM	12:50 PM
Summer Weekend (60)	щ	12:30 PM	1:10 PM	1:30 PM	1:50 PM
Summer Weekend (60)	2	1:30 PM	2:10 PM	2:30 PM	2:50 PM
Summer Weekend (60)	щ	2:30 PM	3:10 PM	3:30 PM	3:50 PM
Summer Weekend (60)	2	3:30 PM	4:10 PM	4:30 PM	4:50 PM
Summer Weekend (60)	ь	4:30 PM	5:10 PM	5:30 PM	5:50 PM
Summer Weekend (60)	2	5:30 PM	6:10 PM	6:30 PM	6:50 PM
Summer Weekend (60)	Ь	6:30 PM	7:10 PM	7:30 PM	7:50 PM
Summer Weekend (60)	2	7:30 PM	8:10 PM	8:30 PM	8:50 PM
Summer Weekend (60)	Н	8:30 PM	9:10 PM	9:30 PM	9:50 PM

Service Hours
Positioning Hours
Layover Hours

Summary

#of Vessels Hours

Total Monthly Hours	Total Layover Hours	Total Positioning Hours	Total SVC Hours (exlusive of Layover Hrs)	# of wk Days		
297	0	18	279	9	Apr	Wee
297 264 330 26	0	18	279	9	May Jun Jul Aug Total	Weekend Summer (60)
264	0	16	248	00	Jun	nmn
330	0	20	310	10	<u>=</u>	ner (
264	0	16	248	8 10 8	Aug	60)
	0	88	248 310 248 1364	44	Total	

Headway)	Route: Rockaway Weekend (Shoulder 60min Max Headway)	(Shoulder	Weekend	Rockaway	Route:
Schedules	APPENDIX 2: Proposed Ferry Schedules	DIX 2: Pro	AFFEN		

		North	North Bound		South Bound
		ау	n Army Terminal	/Pier 11	n Army Terminal
charlder Weekend (60)	boat #	R	B	V	B
Shoulder Weekend (60)	2	7:30 AM	8:10 AM	8:30 AM	8:50 AM
Shoulder Weekend (60)	ь	8:30 AM	9:10 AM	9:30 AM	9:50 AM
Shoulder Weekend (60)	2	9:30 AM	10:10 AM	10:30 AM	10:50 AM
Shoulder Weekend (60)	1	10:30 AM	10:30 AM 11:10 AM	11:30 AM	11:50 AM
Shoulder Weekend (60)	2	11:30 AM	11:30 AM 12:10 PM	12:30 PM	12:50 PM
Shoulder Weekend (60)	1	12:30 PM	1:10 PM	1:30 PM	1:50 PM
Shoulder Weekend (60)	2	1:30 PM	2:10PM	2:30 PM	2:50 PM
Shoulder Weekend (60)	ш	2:30 PM	3:10PM	3:30 PM	3:50 PM
Shoulder Weekend (60)	2	3:30 PM	4:10 PM	4:30 PM	4:50 PM
Shoulder Weekend (60)	Д	4:30 PM	5:10 PM	5:30 PM	5:50 PM
Shoulder Weekend (60)	2	5:30 PM	6:10 PM	6:30 PM	6:50 PM
Shoulder Weekend (60)	ш	6:30 PM	7:10PM	7:30 PM	7:50 PM
Shoulder Weekend (60)	2	7:30 PM	8:10 PM	8:30 PM	8:50 PM
Shoulder Weekend (60)	н	8:30 PM	9:10 PM	9:30 PM	9:50 PM

Service Hours
Positioning Hours
Layover Hours

of Vessels Hours

2 15.5

2 2

0

26 26 26 26

Total Hours 806 52 0

	Mar	Sep	Oct	Total
# of wk Days	8	8	10	26
Total SVC Hours (exlusive of Layover Hrs)	248	248	310	806
Total Positioning Hours	16	16	20	52
Total Layover Hours	0	0	0	0
Total Monthly Hours	264	264	330	

APPENDIX 2: Proposed Ferry Schedules Route: Rockaway Weekend (Winter 90min Max Headway)

	9:20 PM	9:00 PM	8:40 PM	8:00 PM	2	Winter (90)	1
	7:50 PM	7:30 PM	7:10 PM	6:30 PM	ы	Winter (90)	ra n
	6:20 PM	6:00 PM	5:40 PM	5:00 PM	2	Winter (90)	
	4:50 PM	4:30 PM	4:10 PM	3:30 PM	Þ	Winter (90)	ľ
Total Monthly Ho	3:20 PM	3:00 PM	2:40 PM	2:00 PM	2	Winter (90)	
Total Layover Hours	1:50 PM	1:30 PM	1:10 PM	12:30 PM	Д	Winter (90)	1
Total Positioning Hours	12:20 PM	12:00 PM	11:40 AM	11:00 AM 11:40 AM	2	Winter (90)	I
Total SVC Hours (exlusive of Layov	10:50 AM	10:30 AM	10:10 AM	9:30 AM	1	Winter (90)	I
# of wk Days	9:20 AM	9:00 AM	8:40 AM	8:00 AM	2	Winter (90)	I
	7:50 AM	7:30 AM	7:10 AM	6:30 AM	ъ	Winter (90)	I
	Brooklyn Army Terminal	Wall St/Pier 11	Brooklyn Army Terminal	Rockaway	Boat #	Period	
	South Bound		Bound	North Bound			1

Service Hours
Positioning Hours
Layever Hours

Summary

of Vessels

15.5 2

35 35 35 35

805 70 280 1155

Total Hours

		מניכיות	מרכאכוום פסווונכו לסם		
	Nov	Dec	Jan	Feb	
	8	9	10	CO	35
(exlusive of Layover Hrs)	184	207	230	184	805
g Hours	16	18	20	16	70
ours	2	72	80	64	280
Total Monthly Hours	264	297	330	254	

APPENDIX 2: Proposed Ferry Schedules Route: South Brooklyn Weekday (Summer and Shoulders)

				South Bound	nd		2			No	North Bound	und	
Period	Boat 非	Wall 51/ Pier 11	Fulton/Dumbo	Atlantic Ave/ Pier 6	Governors Island	redhook	Brooklyn Army Terminal	Bay Ricge	Brooklyn Army Terminal	redhook	Governors Island	Atlantic Ave/ Pier 6	Fulton/Dumbo
Weekday All Seasons	1							6:32 AM	6:42AN	6:49 AV		6:54 AM	6:59 AV
Weekday All Seasons	2	6:45 AM	6:50 AM	5:55 AM		7:00 AM	7:07 AM	7:17AM	7:27AM	7:34 AN		7:39 AV	7:44 AV
Weekday All Seasons	ω	7:15 AM	7:20 AM	7:25 AM		7:30 AM	7:37 AM	7:47 AM	7:57AN	8:04 AV		NA PC:8	8:14 AN
Weekday All Seasons	1	7:45 AM	7:50 AM	7:55 AM		8:00 AM	8:07 AM	8.17AM	8:27 AM	8:34 AV		8:39 AM	8:44 AV
Weekday All Seasons	2	8.15 AM	8:20 AM	3:25 AM		8:30 AM	8:37 AM	8:47 AM	8:57 AM	9:04 AV		9:09 AV	9:14 AM
Vveekday All Seasons	ш	8:45 AM	8:50 AM	8:55 AM		9:00 AM	9:07 AM	9-17AM	9-27 AM	9-34 AV		9:39 AV	MA DE-6
Weekday All Seasons	1	9:15 AM	9:20 AM	9:25 AM		9:30 AM	5:37 AM	9:47 AM	9:57 A.M	10:04 AM			10:14AN
Weekday All Seasons	2	10:00 AM	10:05 AM	10:10 AM		10:15 AM	10:22 AM	10:22 AM 10:32 AM	10:42 AM	10:49 AM			10:59 AN
Weekday All Seasons	1	10:45 AM	10:50 AW	10:55 AM		11:00 AM	11:07 AM	11:07 AM 1::17 AM	11:27 AM	11:34 AM		11:39 AM	11:44 AN
Weekday All Seasons	2	11:30 AM	11:35 AV	11:40 AM		11:45 AM	11:52 AM	12:02 PM	12:12 PM	12:19PM		12:24 PM	12:29 PA
Weekday All Seasons	Þ	12:15 PM	12:20 °M	12:25 PM		12:30 PM	12:37 P.VI	12:47 PM	12:57 PM	1:04 PW		1:09 PW	1:14 PM
Weekday All Seasons	12	1:00 PM	1:05 PM	1:10 PM		1:15 PM	1:22 PM	1:32 PM	1.42 P.M	1:49 PW		1-54 P/V	1:59 PM
Weekday All Seasons	1	1.45 PM	1:50 PM	1:55 PM		2:00 PM	2:07 PM	2:17 PM	2 27 P.M	2:34 PN		2:39 PW	2:44 PM
Weekday All Seasons	2	2:30 PM	2:35 PM	2:40 PM		2:45 PM	2:52 PM	3:02 PM	3:12 P.M	3:19 PM		3:24 PN	3:29 PM
Weekday All Seasons	12	3:15 PM	3:20 PM	3:25 PM		3:30 PM	3:37 PM	3:47 PM	3:57 PM	4:04 PN		4:00 PK	4:14 PM
Weekday All Seasons	2	4:00 PM	4:05 PM	4:IDPM	6	4:15 PM	4:22 PM	4:32 PM	4:42PM	4:49 PW		4:54 PW	4:59 PM
Weekday All Seasons	1	4:30 PM	4:35 PM	MACF:#		4:45 PM	4:52 PM	5:02 PM	5 12 P.M	5:19PN		5:24 PW	N4 67:5
Weekday All Seasons	w	5:00 PM	5:05 PM	5:10 PM		5:15 PM	5:22 PM	5:32 PM	5:42 PM	5:49 PN		5:54 PW	5:59 PN
Weekday All Seasons	12	5:30 PM	5:35 PM	5:40 PM		5:45 PM	5:52 PM	6:02 PM	6:12 P.M	6:19 PM		5:24 PW	6:29 PN
Weekday All Seasons	1	6:00 PM	5:05 PM	5:10 PM		6:15 PM	6:22 PM		6:42 P.M	6:49 PW		6:54 PW	6:59 PM
Weekday All Seasons	w	6:30 PM	6:35 PM	5:40 PM		6:45 PM	6:52 PM	7:02 PM	7-12 P.M	7:19 PW		7:24 PM	7:29 PM
Weekday All Seasons	ы	7:15 PM	7:20 PM	7:25 PM		7:30 PM	7:37 PM	7:47 PM	7:57 PM	N410:8		8:09 PN	8:14 PM
Weekday All Seasons	1	8:00 PM	8:05 PM	B:10 PM		8:15 PM	8:22 PM	8:32 PM	842PM	8:49 PN		8:54 PN	8:59 PM
Weekday All Seasons	2	3.45 PM	8:50 PM	8:55 PM		9:00 PM	9:07 PM	9:17 PM	9-27 PM	9:34 PM		9:39 PW	9:44 PIV
Weekday All Seasons	1	9:30 PM	9:35 PM	9:40 PM		9:45 PM	9:52 PM	Drop Off					

Service Hours
Fos tioning Hours
Layover Hours

37.15 4 3.40

175 175 175

5906.25 700 595 7201.25 Boat 1 (SVC Hours)
Boat 2 (SVC Hours)
Boat 3 (SVC Hours)

16 15 6.15

Days 175 175

Total Hours 2800 2525 1076.25

	851.15	905 3	346 45	864.15	905.3	505 3	864 15	946 45	Total Monthly Hours
595	71.4	74.8		71.4	74.8	74.8	71.4	78.2	Total Layover Hours
700	22	683			83	88	22	92	Total Positioning Hours
5906.25	708.75	742.5	776.25	708.75	742.5	742.5	703.75	776.25	Total SVC Hours (exlusive of Layover Hrs)
175	21	22			22	22	21	23	# of wk Days
Total	000	Sep	AUS	Jul	Jun	May	Apr	Mar	
		-	15miner fine	Chine in the	mile / Ji	CENTRA JO			

APPENDIX 2: Proposed Ferry Schedules Route: South Brooklyn Weekday (Winter)

		100																					
Aveekady Mintel	Woold Wiston	Weekday Winter	Weekday All Seasons	Weekday Winter	Weekday Winter	Weekday Winter	Weekday Winter	Weekday Winter	Weekday Winter	Weekday All Seasons	Period												
-		N)	ш	—	2	w	1	2	ы	2	ь	2	1	2	1	ω	2	1	3	2	_	Boat #	
DOU PIN	0.00	7:00 PM	6:00 PM	5:30 PM	5:00 PM	4:30 PM	4:00 PM	3:30 PM	2:30 PM	1:30 PM	12:30 PM	11:30 AM	10:30 AM	9:30 AM	9:00 AM	8:30 AM	8:00 AM	7:30 AM	7:00 AM	6:30 AM		Wall St/ Pier 11	
SUS PIVI	0.00	7:05 PM	6:05 PM	5:35 PM	5:05 PM	4:35 PM	4:05 PM	3:35 PM	2:35 PM	1:35 PM	12:35 PM	11:30 AM 11:35 AM	10:30 AM 10:35 AM	9:35 AM	9:05 AM	8:35 AM	8:05 AM	7:35 AM	7:05 AM	6:35 AM		Fulton/Dumbo	
STUPINI	0.1000	7:10 PM	6:10 PM	5:40 PM	5:10 PM	4:40 PM	4:10 PM	3:40 PM	2:40 PM	1:40 PM	12:40 PM	11:40 AM	10:40 AM	9:40 AM	9:10 AM	8:40 AM	8:10 AM	7:40 AM	7:10 AM	6:40 A.M		Atlantic Ave/Pier 6	South Bounc
		D	T											A								Governors Island	bnu
MA CT:8	2000	7:15 PM	6:15 PM	5:45 PM	5:15 PM	4:45 PM	4:15 PM	3:45 PM	2:45 PM	1:45 PM	12:45 PM	11:45 AM	10:45 AM	9:45 AM	9:15 AM	8:45 AM	8:15 AM	7:45 AM	7:15 AM	5:45 AM		redhook	
NA 77.8	2227	7:22 P.M	5:22 P.M	5:52 P.M	5:22 PM	4:52 PM	4:22 PM	3:52 PM	2:52 PM	1:52 P.M	12:52 PM	11:45 AM 11:52 AM	10:52 AM	9:52 AM	9:22 AM	8:52 AM	8:22 AM	7:52 AM	7:22 A.M	6:52 AM		Brooklyn Army Terminal	
NA 75:8		7:32 PM	6:32 PM	6:02 PM	5:32 PM	5:02 PM	4:32 PM	4:02 PM	3:02 PM	2:02 PM	1:02 PM	12:02 PM	10:45 AM 10:52 AM 11:02 AM 11:12 AM 11:22 AM	10:02 AM	9:32 AM	9:02 AM	8:32 AM	8:02 AM	7:32 AM	7:02 AM	6:32 AM	Bay Ridge	
MAZER	2 42 7 44	7:42 PM	6:42 PM	6:12 PM	5:42 PM	5:12 PM	4:42 PM	4:12 PM	3:12 PM	2:12 PM	1:12 PM	12:02 PM 12:12 PM	11:12 AM	10:12 AM	9:42 AM	9:12 AM	8:42 AM	8:12 AM	7:42 AM	7:12 AM	6:42 AM	Brooklyn Army Terminal	
M475:8	7.77.101	7:52 PM	6:52 PM	6:22 PM	5:52 PM	5:22PM	4:52 PM	4:22 PM	3:22 PM	2:22 PM	1:22 PM	12:22 PM	11:22 AM	10:22 AM	9:52 AM	9:22 AM	8:52 AM	8:22 AM	7:52 AM	7:22AM	6:49 AM	redhook	No
																88						Governors Island	North Bound
8:5/ PM	2000	7:57 PM	6:57 PM	6:27 PM	5:57 PW	5:27 PM	4:57 PW	4:27 PM	3:27 PM	2:27 PM	1:27 PM	12:27 PM	11:27 AM	10:27 AM	9:57 AM	9:27 AM	8:57 AM	8:27 AM	7:57 AM	7:27 AM	6:54 AM	Atlantic Ave/Pier 6	und
9:02 PM	0.02 510	8-02 PM	7:02 PM	6:32 PM	6:02 PM	5:32 PM	5:02 PM	4:32 PM	3:32 PM	2:32 PM	1:32 PM	12:32 PM	11:32 AM	10:32 AM	10:02 AM	9:32 AM	9:02 AM	8:32 AM	8:02 AM	7:32 AM	6:59 AM	Fulton/Dumbo	

Service Hours
Positioning Hours
Layover Hours

Boat 2 Boat 3

15.5 15 15

Total Hours 1317.5 1275 425

2295 340 /22.5 **3357.5**

Total Monthly Hours 869 829.5	Total Layover Hours 187 178.5	Total Positioning Hours 88 84	Total SVC Hours (exlusive of Layover Hrs) 594 567	# of wk Days 22 21	Nov Dec	Weekda
5 829.5	178.5	84	567	21	ian	y (Winter
829.5	178.5	84	567	21	Feb	60)
	722.5	340	2295	89	Total	

APPENDIX 2: Proposed Ferry Schedules Route: South Brooklyn Weekend (Summer 45)

			Т	T	T	Т	Т	Т	1		Π	Т		_	_	T		Т	Т			٦
Weekend Summer	Period																					
1	2	1	2	1	2	ш	2	1	2	1	2	r	2	1	2	12	2	<u>بر</u>	2	1	Boat #	
9:45 PM	9:00 PM	8:15 PM	7:30 PM	0:00 PM	5:15 PM	4:30 PM	3:45 PM	3:00 PM	2:15 PM	1:30 PM	12:45 PM	12:00 PM	11.15 AM	10:30 AM	9:45 AM	9:00 AM	8:15 AM	7:30 AM	6:45 AM		Wall St/ Pier 11	
9:50 PM	9:05 PM	8:20 PM	7:35 PM	6:05 PM	5:20 PM	4:35 PM	3:50 PM	3:05 PM	2:20 PM	1:35 PM	12:50 PM	12:05 PM	11:20 AM	10:35 AM	9:50 AM	9:05 AM	8:20 AM	7:35 AM	6:50 AM		Fulton/Dumba	
9:55 PM	9:10 PM	8:25 PM	7:40 PM	6:10 PM	5:25 PM	4:40 PM	3:55 PM	3:10 PM	2:25 PM	1:40 PM	12:55 PM	12:10 PM	11:25 AM	10:40 AM	9:55 AM	9:10 AM	8:25 AM	7:40 AM	6:55 AM		Atlantic Ave/Pier 6	Donal Donald
																					Governors Island	i
10:00 PM	9:15 PM	8:30 PM	7:45 PM	6:15 PM	5:30 PM	4:45 PM	4:00 PM	3:15 PM	2:30 PM	1:45 PM	1:00 PM	12:15 PM	11:30 AM	10:45 AM	10:00 AM	9:15 AM	8:30 AM	7:45 AM	7:00 AM		redhook	
10:07 P.M	9:22 PM	8:37 PM	7:52 PM	6:22 PM	5:37 PM	4:52 PM	4:07 PM	3:22 PM	2:37 PM	1:52 PM	1:07 PM	12:22 PM	11:37 AM	10:52 AM	10:07 AM	9:22 AM	8:37 AM	7:52 AM	7:07 AM		Brooklyn Army Terminal	
Dron Off	9:32 PM	8:47 PM	8:02 PM	6:32 PM	5:47 PM	5:02 PM	4:17 PM	3:32 PM	2:47 PM	2:02 PM	1:17 PM	12:32 PM	11:47 AM	11:02 AM	10:17 AM	9:32 AM	8:47 AM	8:02 AM	7:17 AM	6:32 AM	Bay Ricge	
	9:42 PM	8:57 PM	8:12 PM	6:42 PM	5:57 PM	5:12 PM	4:27 PM	3:42 PM	2:57 PM	2:12 PM	1:27 PM	12:42 PM	11:57 AM	11:12 AM	10:27 AM	9:42 AM	8:57 AM	8:12 AM	7:27 AM	6:42 AM	Brooklyn Army Terminal	
	9:49 PM	9:04 PM	8:19 PW	6:49 PM	6:04 PM	5:19 PN	4:34 PM	3:49 PM	3:04 PM	2:19 PM	1:34 PM	12:49 PM	12:04 PM	11:19 AM	10:34 AM	9:49 AM	9:04 AM	8:19 AM	7:34 AM	6:49 AM	redhook	ION
																					Governors Island	ACT CIT DOUBLE
	9:54 PM	9:09 PM	8:24 PM	6:54 PM	6:09 PM	5:24 PM	4:39 PM	3:54 PM	3:09 PM	2:24 PM	1:39 PM	12:54 PM	12:09 PM	11:24 AM	10:39 AM	9:54 AM	9:09 AM	8:24 AM	7:39 AM	6:54 AM	Atlantic Ave/Pier 6	Min
	Nd 65:6	9:14 PM	8:29 PM	6:59 PM	6:14 PM	5:29 PM	4:44 PM	3:59 PM	3:14 PM	2:29 PM	1:44 PM	12:59 PM	12:14 PM	11:29 AM	10:44 AM	9:59 AM	9:14AM	8:29 AM	7:44 AM	6:59 AM	Fulton/Dumbo	

Service Hours
Positioning Hours
Layover Hours

31.7 1 0

4 2 4

1394.8 88 0 1482.8 Summary Boat 1 Boat 2

of Vessels

16 15.7

44 44

Total Hours 704 690.8

	_	Neeke	Veekend Summer (45	ner (45		
	Apr	May	Jun	ŭ.	Aug	Total
# of wk Days	9	9	6 0	10	60	44
Total SVC Hours (exlusive of Layover Hrs)	285.3	285.3 253.6	253.6	317	253.6	1394.8
Total Positioning Hours	18	18	16	20	16	88
Total Layover Hours	Ū	0	0	0	0	0
Total Monthly Hours	303.3	303.3	269.6	337	269.6	

APPENDIX 2: Proposed Ferry Schedules Route: South Brooklyn Weekend (Shoulders 60)

The second secon	Weekend Shoulder	Weekend Shoulder	Windle-John Ide	Weekend Shoulder	Weekend Shoulder	Period	
	2	1	4	2	1	Boat #	
	8:45 AM	7:45 AM	7 45 44 4	6:45 AM		Wall St/ Pier 11	
	8:50 AM	7:50 AM	10000	6:50 AM		Fulton/Dumbo	
	8:55 AM	7:55 AM	-	6:55 AM		Atlantic Ave/Pier 6	South Bound
			1			Governors Island	ā
	9:00 AM	8:00 AM		7:00 AM		redhook	
	9:07 AM	8:07 AM		7:07 AM		Brooklyn Army Terminal	
	9:17 AM	8:17 AM		7:17 AM	5:30 AM	Bay Ridge	
	9:27 AM	8:27 AM		7:27 AM	5:40 AM	Brooklyn Army Terminal	
	9:34 AM	8:34 AM		7:34 AM	5:4/AM	redhook	No
			I			Governors Island	North Bound
	9:39 AM	8:39 AM		7:39 AM	6:52 AM	Atlantic Ave/Pier 6	bund
	9:44 A M	8:44 AM		7:44 AM	6:5/AM	Fulton/Dumbo	

Service Hours
Positioning Hours
Layover Hours

2 31

425.1 52 380.9 858 Summary Boat 1 Boat 2

of Vessels

Hours 16 15

Total Hours 416 390

	330	264	264	Total Monthly Hours
380.9	146.5	117.2	117.2	Total Layover Hours
5	20	16	16	Total Positioning Hours
425.1	163.5	130.8	130.8	Total SVC Hours (exlusive of Layover Hrs)
26	10	ca	DO	# of wk Days
Total	Oct	Sept	Mar	
	der (bu)	veekend shoulder (bu)	Week	Pi Pi

APPENDIX 2: Proposed Ferry Schedules Route: South Brooklyn Weekend (Winter 90)

				שמחנון פטעווע	na			Service Control		No	North Bound	und	
Period	Boat #	Wall St/Pier11	Fulton/Dumbo	Atlantic Ave/Pier 6	Governors Island	redhook	Brooklyn Army Terminal	Bay Ridge	Brooklyn Army Terminal	redhook	Governors Island	Atlantic Ave/Pier 6	
Weekend Winter	1							6:30 AM	6:40 AM	6:41 AM		6:52 AM	6:5/AM
Weekend Winter	1	7:02 AM	7:07 AM	7:12 AM		7:17 AW	7:24 AM	7:34 AM	7:44 AM	7:51 AM		7:56 AM	8:01 AM
Weekend Winter	1	8:32 AM	8:37 AM	8:42 AM		8:47 AM	8:54 AM	9:04 AM	9:14 AM	9:21 AM		9:26 AM	9:31 AM
Weekend Winter	1	10:02 AM	10:07 AM	10:12 AM		10:17 AM	10:24 AM	10:34 AM	10:44 AM	10:51 AM		10:56 AM	11:01 AM
Weekend Winter	1	11:32 AM	11:37 AM	11:42 AM		11:47 AM	11:54 AM	12:04 PM	12:14 PM	12:21 PM			12:31 PM
Weekend Winter	ъ	1:02 PM	1:07 PM	1-12 PM		1:17 PM	1:24 PM	1:34 PM	1:44 PM	1:51 PM		_	2:01 PM
Weekend Winter	Н	2:32 PM	2:37 PM	2:42 PM		2:47 P.V.	2:54 PM	3:04 PM	3:14 PM	3:21 PM	1/4	3:26 PM	3:31 PM
Weekend Winter	1	4:02 PM	4:07 PM	4:12 PM		4:17 PW	4:24 PM	500	4:44 PM	4:51 PM	9	4:56 PM	5:01 PM
Weekend Winter	1	5:32 PM	5:37 PM	5:42 PM		5:4/PM	5:54 PM	6:04 PM	6:14 PM	6:21 PM		6:26 PM	6:31 PM
Weekend Winter	ш	7:02 PM	7:07 PM	7:12 PM		7:17 PM	7:24 PM	7:34 PM	7:44 PM	7:51 PM		7:56 PM	8:01 PM
Weekend Winter	p.	8:32 PM	8:37 PM	8:42 PM		8:47 PN	8:54 PM	9:04 PM	9:14 PM	9:21 PM		9:26 PM	9:31 PM
Summary													
		- India	Days	cindit imai	3								
Boat 1	-	16	뱑	500									
Service Hours	н	16	货	560									
Pasitioning Hours	н	ъ	35	35									

Layover Hours

595

Nov Dec Jan Feb	100	טר טר ט	Total Layover Hours
Nov Dec Jan s 8 9 10 ours(exlusive of Layover Hrs) 128 144 160	10 8	2 9	Posit
8 9 10	160		Total SVC Hours (exhusive of Layover Hrs)
Jan	10 8	8 9	# of wk Days
	Jan	Nov De	

APPENDIX 2: Proposed Ferry Schedules Route: Astoria Weekday (Summer and Shoulders)

				South Bound				North Bound
Period	Boat#	Astoria	Roosevelt Island South	Long Island City North	E.34th Street	Wall St/Pier 11	E.34th Street	
Weekday All Seasons	1	6:30 AM	6:36 AM	6:41 AM	6:46 AM	6:59 AM	7:12 AM	7:17 AM
Weekday All Seasons	2	6:50 AM	6:56 AM	7:01 AM	7:06 AM	7:19 AM	7:32 AM	7:37 AM
Weekday All Seasons	ω	7:10 AM	7:16 AM	7:21 AM	7:26 AM	7:39 AM	7:52 AM	7:57 AM
Weekday All Seasons	1	7:30 AN	7:36 AM	7:41 AM	7:46 AM	7:59 AM	8:12AM	8:17 AM
Weekday All Seasons	2	7:50 AM	7:56 AM	8:01 A.M	8:06 AM	8:19 AM	8:32 AM	8:37 AM
Weekday All Seasons	3	8:10 AM	8:16 AM	8:21 AM	8:26 AM	8:39 AM	8:52 AM	8:57 AM
Weekday All Seasons	1	8:30 AM	8:36 AM	8:41 AM	8:46 AM	8:59 AM	9:12 AM	9:17 AM
Weekday All Seasons	2	8:50 AM	8:56 AM	9:01 AM	9:06 AM	9:19 AM	9:32 AM	9:37 AM
Weekday All Seasons	a	9:10 AM	9:16 AM	9:21 AM	9:26 AM	D:39 AM	9:52 AM	9:57 AM
Weekday All Seasons	1	9:30 AM	9:36 AM	9:41 AM	9:46 AM	9:59 AM	10:12 AM	10:17 AM
Weekday All Seasons	3	10:15 AM	10:21 A VI	10:26 AM	10:31 AM	10:44 AM	10:57 AM	11:02 AM
Weekday All Seasons	1	11:00 AM	11:06 AM	11:11 AM	11:16 AM	11:29 AM	11:42 AM	11:47 AM
Weekday All Seasons	Lu	11:45 AM	11:51 AM	11:56 AM	12:01 PM	12:14 PM	12:27 PM	12:32 PM
Weekday All Seasons	1	12:30 PM	12:36 PM	12:41 PM	12:46 PM	12:59 PM	1:12 PM	1:17 PM
Weekday All Seasons	3	1:15 PM	1:21 PM	1:26 PM	1:31 PM	1:44 PM	1:57 PM	2:02 PM
Weekday All Seasons	1	2:00 PM	2:06 PM	2:11 P.M	2:16 PM	2:29 PN	2:42 PM	2:47 PM
Weekday All Seasons	ы	2:45 PM	2:51 PM	2:56 P.M	3:01 PM	3:14 PN	3:27 PM	3:32 PM
Weekday All Seasons	д	3:30 PM	3:36 PM	3:41 PM	3:46 PM	3:59 PN	4:12 PM	4:17 PM
Weekday All Seasons	Lu	4:15 PM	4:21 PM	4:26 PM	4:31 PM	4:44 PN	4:57 PM	5:02 PM
Weekday All Seasons	1	4:35 PM	4:41 PM	4:46 PM	4:51 PM	5:04 PW	5:17 PM	5:22 PM
Weekday All Seasons	2	4:55 PM	5:01 PM	5:06 PM	5:11 PM	5:24 PM	5:37 PM	5:42 PM
Weekday All Seasons	3	5:15 PM	5:21 PM	5:26 PM	5:31 PM	5:44 PN	5:57 PM	6:02 PM
Weekday All Seasons	н	5:35 PM	5:41 PM	5:46 P.VI	5:51 PM	6:04 PN	6:17 PM	6:22 PM
Weekday All Seasons	2	5:55 PM	6:01 PM	6:06 P.M	6:11 PM	6:24 PM	6:37 PM	6:42 PM
Weekday All Seasons	w	6:15 PM	6:21 PM	6:26 PM	6:31 PM	6:44 PM	6:57 PM	7:02 PM
Weekday All Seasons	т.	6:35 PM	6:41 PM	6:46 PM	6:51 PM	7:04 PN	7:17 PM	7:22 PM
Weekday All Seasons	3	7:20 PM	7:26 PM	7:31 PM	7:36 PM	7:49 PW	8:02 PM	8:07 PM
Weekday All Seasons	1	8:05 PM	8:11 PM	8:16 PM	8:21 PM	8:34 PW	8:47 PM	8:52 PM
Weekday All Seasons	w	8:50 PM	8:56 PM	9:01 PM	9:06 PM	9:19 PW	9:32 PM	9:37 PM
Weekday All Seasons	Į.	Drop Off						

Service Hours
Positioning Hours
Layover Hours

34.5 4.5

175 175 175

5250 700 787.5 6737.5 Summary Boat 1 Boat 2 Boat 3

Hours 14.5 5

Days 175 175 175

Total Hours 2537.5 875 S 2625

Split boat

Mar Apr May Jun Jul Aug Sep Oct War SVCHours (edusive of Layover Hrs) 23 21 22 22 21 23 22 22 21 23 22 22 21 23 22 22 21 23 22 22 21 23 22 22 21 23 22 22 21 23 22 22 21 23 22 22 21 23 22 22 21 23 22 22 21 23 22 22 21 23 22 22 21 23 22 22 21 23 22 23 23 24 25 25 25 25 25 25 25 25 25 25 25 25 25		808.5	847	885.5	808.5	847	847	808.5	885 5	Total Monthly Hours	Tot	
Mar Apr May Jun Jul Aug Sep Oct To 12 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	787.5	94.5	99	103.5	94.5	99	99	94.5	103.5		over Hours	Total Layo
Mar Apr May Jun Jul Aug Sep Oct To s 21 22 22 21 23 21 21 22 21 21 21 21 21 21 21 21 21 21	700	84	88	92	034	88	88	84	92		Itianing Hours	Total Posi
Mar Apr May Jun Jul Aug Sep Oct 23 21 22 21 23 22 21	5250	630	660	059	630	660	660	630	690		Hours (exlusive of Layover Hrs)	Total SVC
r Apr May Jun Jul Aug Sep Oct	175	21	22	23	21	22	22	21	23		ays	# of wk Da
	Total	Oct.	Sep	Aug	Ē	Jun	May	Apr	Mar			

	Period	Weekday Winter															
	Boat #	ь	נ	1	1	<u></u>	1	1	-	1	1	1	1	1	Д	Д	
	Astoria	6:30 AM	7:30 AM	8:30 AM	9:30 AM	10:30 AM	11:30 AM	12:30 PM	1:30 PM	2:30 PM	3:30 PM	4:30 PM	5:30 PM	6:30 PM	7:30 PM	8:30 PM	9:30 PM
l	Roosevelt Island South	6:36 AM	7:36 AM	8:36 AM	9:36 AM	10:36 AM	11:36 AM	12:36 PM	1:36 PM	2:36 PM	3:36 PM	4:36 PM	5:36 PM	6:36 PM	7:36 PM	8:36 PM	9:36 PM
South Bound	Long Island City North	6:41 AM	7:41 AM	8:41 AM	9:41 AM	10:41 AM	11:41 AM	12:41 PM	1:41 PM	2:41 PM	3:41 PM	4:41 PM	5:41 PM	6:41 PM	7:41 PM	8:41 PM	9:41 PM
	E.34th Street	6:46 AM	7:46 AM	8:46 AM	9:46 AM	10:46 AM	11:46 AM	12:46 PM	1:46 PM	2:46 PM	3:46 PM	4:46 PM	5:46 PM	6:46 PM	7:46 PM	8:46 PM	9:46 PM
	Wall St/Pier11	6:59 AM	7:59 AIV	8:59 AN	9:59 AV	10:59 AM	11:59 AM	12:59 PM	1:59 PM	2:59 PN	N465.E	4:59 PW	5:59 PW	6:59 PW	7:59 PN	8:59 PW	9:59 PN
	E.34th Street	7:12 AM	8:12 AM	9:12 AM	10:12 AM	11:12 AM	12:12 PM	1:12 PM	2:12 PM	3:12 PM	4:12 PM	5:12 PM	6:12 PM	7:12 PM	8:12 PM	9:12 PM	10:12 PM
North Bound	Long Island City North	7:17 AM	8:1/AM	9:17AM	10:17 AM	11:17 AM	12:17 PM	1:17 PM	2:17 PM	3:17 PM	4:1/PM	5:17 PM	6:17 PM	7:17 PM	8:17 PM	9:17 PM	10:17 PW
ď	Roosevelt Island South	7:23 AM	8:23 AM	9:23 AM	10:23 AM	11:23 AM	12:23 PM	1:23 PM	2:23 PM	3:23 PM	4:23 PM	5:23 PM	6:23 PM	7:23 PM	8:23 PM	9:23 PM	10:23 PM

Service Hours Positioning Hours Layover Hours

Hours 16 1

85 BS 85

1360 85 0 1445

Route: Astoria Weekday (Winter)	APPENDIX 2: Proposed Ferry Schedules

Total	otal Layover Hours	tal Positioning Hours	otal SVC Hours (exlusive of Layover Hrs)	of wk Days		
al Monthly Hours						
374	0	22	352	22	Nov	We
357	0	21	336	21	Dec	екаау
357	0	21	336	21	Jan	Winter
357	0	21	336	21	Feb	bu)
	0	85	1360	85		

APPENDIX 2: Proposed Ferry Schedules Route: Astoria Weekend (Summer 45)

			Sou	South Bound				North Bound
Period	Boat #	Astoria	Roosevelt Island South	Long Island City North	E.34th Street	Wall St/Pier 11	E.34th Street	Long Island City North
Weekend Summer	1	6:30 AM	6:36 AM	6:41 AN	6:46 AM	6:59 AM	7:12 AM	7:17 AM
Weekend Summer	2	7:15 AM	7:21 AM	7:26 AM	7:31 AM	7:44 AM	7:57 AM	8:02 AM
Weekend Summer	1	8:00 AM	8:06 AM	8:11 AM	8:16 AM	8:29 AM	8:42 AM	8:47 AM
Weekend Summer	2	8:45 AM	8:51AM	8:56 AN	9:01 AM	9:14 AM	9:27 AM	9:32 AM
Weekend Summer	1	9:30 AM	9:36 AM	9:41 AM	9:46 AM	9:59 AM	10:12 AM	10:17 AM
Weekend Summer	2	10:15 AM	10:21 AM	10:26 AM	10:31 AM	10:44 AM	10:57 AM	11:02 AM
Weekend Summer	1	11:00 AM	11:06 AM	11:11AM	11:16 AM	11:29 AM	11:42 AM	11:47 AM
Weekend Summer	2	11:45 AM	11:51 AM	11:56 AM	12:01 PM	12:14 PM	12:27 PM	12:32 PM
Weekend Summer	1	12:30 PM	12:36 PM	12:41 PM	12:46 PM	12:59 PM	1:12 PM	1:17 PM
Weekend Summer	2	1:15 PM	1:21 PM	1:26 PW	1:31 PM	1:44 PM	1:57 PM	2:02 PM
Weekend Summer	ь	2:00 PM	2:06 PM	2:11 PM	2:16 PM	2:29 PM	2:42 PM	2:47 PM
Weekend Summer	2	2:45 PM	2:51 PM	2:56 PM	3:01 PM	3:14 PM	3:27 PM	3:32 PM
Weekend Summer	ь	3:30 PM	3:36 PM	3:41 PW	3:46 PM	3:59 PM	4:12 PM	4:17 PM
Weekend Summer	2	4:15 PM	4:21 PM	4:26 PM	4:31 PM	4:44 PM	4:57 PM	5:02 PM
Weekend Summer	1	5:00 PM	5:06 PM	5:11 PM	5:16 PM	5:29 PM	5:42 PM	5:47 PM
Weekend Summer	2	5:45 PM	5:51 PM	5:56 PW	6:01 PM	6:14 PM	6:27 PM	6:32 PM
Weekend Summer		6:30 PM	6:36 PM	6:41 PW	6:46 PM	6:59 PM	7:12 PM	7:17 PM
Weekend Summer	2	7:15 PM	7:21 PM	7:26 PM	7:31 PM	7:44 PM	7:57 PM	8:02 PM
Weekend Summer	щ	8:00 PM	8:06 PM	8:11 PM	8:16 PM	8:29 PM	8:42 PM	8:47 PM
Weekend Summer	2	8:45 PM	8:51 PM	8:56 PN	9:01 PM	9:14 PM	9:27 PM	9:32 PM
Weekend Summer	Ľ	9:30 PM	9:36 PM	9:41 PM	9:46 PM	9:59 PM	10:12 PM	10:17 PM

Service Hours
Positioning Hours
Layover Hours

2 2

9.5 9.5

444

946 88 418 1452 Boat 1 Boat 2

Summary

of Vessels

Hours 16

Days

Total Hours 704 660

Total Monthly Ho		Total Positioning Hours	Total SVC Hours (exlusive of Layover Hrs)			
	85.5 85.5 76	18 18 16		9 9	Apr May Jun	Weekend Sum
264		16	193.5 193.5 172 215			Weekend Summer (45)

Route: Astoria Weekend (\$	APPENDIX 2: Proposed F
(Shoulder 60)	Ferry Schedules

	-		Sou	South Bound		i i		North Bound	ā
Period	Boat#	Astoria	Roosevelt Island South	Long Island City North	E.34th Street	Wall St/Pier 11	E.34th Street	Long Island City North	Roosevelt Island South
Weekend Shoulder	1	6:30 AM	6:36 AM	6:41 AM	6:46 AN	6:59 AM	7:12 AM	7:17 AM	7:23 AM
Weekend Shoulder	1	7:30 AM	7:36 AM	7:41 AM	7:46 AM	7:59 AN	8:12 AM	8:17 AM	8:23 AM
Weekend Shoulder	1	8:30 AM	8:36 AM	8:41 AM	8:46 AM	8:59 AV	9:12 AM	9:17 AM	9:23 AM
Weekend Shoulder	1	9:30 AM	9:36 AM	9:41 AM	9:46 AM	9:59 AV	10:12 AM	10:12 AM 10:17 AM	10:23 AM
Weekend Shoulder	ш	10:30 AM	10:36 AM	10:41 AM	10:46 AM	10:59 AM	11:12 AM 11:17 AM	11:17 AM	11:23 AM
Weekend Shoulder	1	11:30 AM	11:36 AM	11:41 AM	11:46 AM	11:59 AM	12:12 PM	12:17 PM	12:23 PM
Weekend Shoulder	1	12:30 PM	12:36 PM	12:41 PM	12:46 PM	12:59 PM	1:12 PM	1:17 PM	1:23 PM
Weekend Shoulder	1	1:30 PM	1:36 PM	1:41 PM	1:46 PM	7:59 PV	2:12 PM	7:17 PM	Md 52:2
Weekend Shoulder	ь	2:30 PM	2:36 PM	2:41 PM	2:46 PM	2:59 PW	3:12 PM	3:17 PM	3:23 PM
Weekend Shoulder	1 -1	3:30 PM	3:36 PM	3:41 PM	3:46 PM	3:59 PW	4:12 PM	4:17 PM	4:23 PM
Weekend Shoulder	1	4:30 PM	4:36 PM	4:41 PM	4:46 PM	4:59 PW	5:12 PM	5:17 PM	5:23 PM
Weekend Shoulder	ы	5:30 PM	5:36 PM	5:41 PM	5:46 PM	5:59 PN	6:12 PM	6:17 PM	6:23 PM
Weekend Shoulder	1	6:30 PM	6:36 PM	6:41 PM	6:46 PM	6:59 PN	7:12 PM	7:17 P.M	7:23 PM
Weekend Shoulder	Þ	7:30 PM	7:36 PM	7:41 PM	7:46 PM	7:59 PW	8:12 PM	8:17 P.M	8:23 PM
Weekend Shoulder	ь	8:30 PM	8:36 PM	8:41 PM	8:46 PM	8:59 PW	9:12 PM	9:17 PM	Md £2:6
Weekend Shoulder	ы	9:30 PM	9:36 PM	9:41 PM	9:46 PM	9:59 PW	10:12 PM	10:17 PM	10:23 PM

Service Hours Positioning Hours Layover Hours

Days 26 26 26

1	****	Acception and and tool	(00)	
	Mar	Sept	0ct	Total
	တ	cn	10	26
ours (exlusive of Layover Hrs)	128	128	160	416
oning Hours	00	on	10	26
er Hours	0	0	0	0
Total Monthly Hours	136	136	170	7

ヘフファンファく ン・フェッション・ファニュ
20000

			South	orth				1	h
Period	Boat#	Astoria	Roosevelt Island	Long Island City No	E.34th Street	Wall St/Pier 11	E.34th Street	Long Island City North	Roosevelt Island Sout
Weekend Winter	1	6:30 AM	6:36 AM	6:41 AM	6:46 AM	6:59 AM	7:12 AM	7:17 AM	7:23 AM
Weekend Winter	р.	8:00 AM	8:06 AM	8:11 AM	8:16 AM	8:29 AM	8:42 AM	8:47 AM	8:53 AM
Weekend Winter	-	9:30 AM	9:36 AM	9:41 AM	9:46 A.M	9:59 AM	10:12 AM	10:17 AM	10:23 AN
Weekend Winter	1	11:00 AM	11:06 AM	11:11 AM	11:16 AM	11:29 AM		11:47 AM	11:53 AN
Weekend Winter	,	12:30 PM 12:36 PM	12:36 PM	12:41 PM	12:46 PM	12:59 PM	1:12 PM	1.17 PM	1:23 PM
Weekend Winter	1	2:00 PM	2:06 PM	2:11 PM	2:16 PM	2:29 PM	2:42 PM	2:47 PM	2:53 PM
Weekend Winter	L	3:30 PM	3:36 PM	3:41 PM	3:46 PM	3:59 PM	4:12 PM	4:17 PM	4:23 PM
Weekend Winter	Д	5:00 PM	5:06 PM	5:11 PM	5:16 PM	5:29 PM	5:42 PM	5:47PM	5:53 PM
Weekend Winter	1	6:30 PM	6:36 PM	6:41 PM	6:46 PM	6:59 PM	7:12 PM	7:17 PM	7:23 PM
Weekend Winter	1	8:00 PM	8:06 PM	8:11 PM	8:16 PM	8:29 PM	8:42 PM	8:47 PM	8:53 PM
Weekend Winter	-	9:30 PM	9:36 PM	9:41 PM	9:46 PM	9:59 PM	10:12 PM	10:17 PM	10:23 PN
Summary									
Í	# of Vessels	Hours	Days	Total Hours					
Service Hours	-	16	35	385					
Positioning Hours	—	Ъ	35	35					
Layover Hours	ъ.	(J	ဌ	175					

	Nov	Dec	Jan	Feb	Total
# of wk Days	œ	o	10	00	35
Total SVC Hours (exlusive of Layover Hrs)	88	99	110	88	385
Total Positioning Hours	00	9	10	∞	35
Total Layover Hours	40	45	50	40	175
Total Monthly Hours 136		153 170	170	136	

APPENDIX 2: Proposed Ferry Schedules Route: Lower East Side Weekday (Summer and Shoulders)

			Sou	South Bound		I SURT		North Bound
Time of Day	Boat #	Long Island City North	E.34th	E.23rd	Grand	Wall St/Pier 11	Grand	E,23rd
Weekday SS	ı	6:30 AM	6:35 AM	6:40 AM	6:47 AM	6:54 AM	7:02 AM	7:09 AM
Weekday SS	2	6:50 AM	6:55 AM	7:00 AM	7:07 AM	7:14 AM	7:22 AM	7:29 AM
Weekday SS	w	7:10 AM	7:15 AM	7:20 AM	7:27 AM	7:34 AM	7:42 A.M	7:49 AM
Weekday SS	1	7:30 AM	7:35 AM	7:40 AM	7-47 AM	7-54 AM	8:02 AM	8:09 AM
Weekday SS	2	7:50 AM	7:55 AM	MA 00:8	8.07 AM	8:14 AM	8:22 AM	8:29 AM
Weekday SS	3	8:10 AM	8:15 AM	8:20 AM	8:27 AM	8:34 AM	8:42 AM	8:49 AM
Weekday SS	ı	8:30 AM	8:35 AM	8:40 AM	8:47AM	8:54 AM	9:02 AM	9:09 AM
Weekday SS	2	8:50 AM	8:55 AM	9:00 AM	9:07 AM	9:14 AM	9:22 AM	9:29 AM
Weekday SS	သ	9:10 AM	9:15 AM	9:20 AM	9:27 AM	9:34 AM	9:42 AM	9:49 AW
Weekday SS	1	9:30 AM	9:35 AM	9:40 AM	9:47 AM	9:54 AM	10:02 AM	MA 60:01
Weekday SS	E	10:15 AM	10:20 AM	10:25 AM	10:32 AM	10:39 AM	10:47 AM	10:54 AM
Weekday SS	1	11:00 AM	11:05 AM	11:10 AM	11:17 AM	11:24 AM	11:32 AM	11-39 AM
Weekday SS	ß	11:45 AM	11:50 AM	11:55 AM	12:02 PM	12:00 PM	12:17 PM	12:24 PM
Weekday SS	1	12:30 PM	12:35 PM	12:40 PM	12:47 PM	12:54 PM	1:02 PM	1:09 PM
Weekday SS	w	1:15 PM	1:20 PM	1:25 PM	1:32 PM	1:39 PM	1:47 PM	1:54 PM
Weekday SS	E.	2:00 PM	2:05 PM	2:10 PM	2:17 PM	2:24 PM	2:32 PM	2:39 PM
Weekday 55	3	2:45 PM	2:50 PM	2:55 PM	3:02 PM	3:09 PM	3:17 PM	3:24 PM
Weekday SS	1	3:30 PM	3:35 PM	3:40 PM	3:47 PM	3:54 PM	4:02 PM	4:09 PM
Weekday SS	3	4:15 PM	4:20 PM	4:25 PM	4:32 PM	4:39 PM	4:47 PM	4:54 PM
Weekday SS	1	4:35 PM	4:40 PM	4:45 PM	4:52 PM	4:59 PM	5:67 PM	5:14 PM
Weekday SS	2	4:55 PM	5:00 PM	5:05 PM	5:12 PM	5:19 PM	5:27 PM	5:34 PM
Weekday SS	ы	5:15 PM	5:20 PM	5:25 PM	5:32 PM	5:39 PM	5:47 PM	5:54 PM
Weekday SS	1	5:35 PM	5:40 PM	5:45 PM	5:52 PM	5:59 PM	6:07 PM	6:14 PM
Weekday S5	2	5:55 PM	6:00 PM	6:05 PM	6:12PM	6:19 PM	6:27 PM	6:34 PM
Weekday SS	3	6:15 PM	6:20 PM	6:25 PM	6:32 PM	6:39 PM	6:47 PM	6:54 PM
Weekday 55	ш	7:00 PM	7:05 PM	7:10 PM	7:17 PM	7:24 PM	7:32 PM	7:39 PM
Weekday SS	2	7:45 PM	7:50 PM	7:55 PM	8:02 PM	8:09 PM	8:17 PM	8:24 PM
Weekday.SS	1	8:30 PM	8:35 PM	8:40 PM	8:47 PM	8:54 PM	9:02 PM	9:09 PM
Weekday SS	2	9:15 PM	9:20 PM	9:25 PM	9:32 PM	9:39 PM	9:17 PM	9:54 PM

Service Hours
Positioning Hours
Layover Hours

35.4 4 9.8

175 175

700 1/15 6895

Boat 1 Boat 2 Boat 3

15.8 15 4.6

Days 175 175 175

Total Hours 2765 2625 805

		We	/eekday Summer /	mmer/S	houlders	(Fall/Spri)	ng)		
70	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Total
# of wk Days	23	21	22	22	21	23	22	21	175
Total SVC Hours (exlusive of Layover Hrs)	588.8	537.6	563.2	563.2	537.6	588.8	563.2	537.6	4480
Total Positioning Hours	92	84	88	88	22	92	88	84	700
Total Layover Hours	225.4	205.8	215.6	215.6	205.8	-	215.6	205.8	1715
Total Monthly Hours	5 906.2	827.4	866.8	866.8	906.2 827.4 866.8 866.8 827.4 906.2	906.2	866.8 827.4	827.4	

	827.4	866.8	906.2	827.4	866.8	866.8	827.4	906.2	Total Monthly Hours	
171	205.8		225.4			215.6	205.8	225.4	Total Layover Hours	
70	84			22		86	84	92	Total Positioning Hours	
448	537.6	563.2	588.8	537.6	563.2	563.2	537.6	588.8	Total SVC Hours (exlusive of Layover Hrs)	
11	17				77	11	17	23	# OT WK LIBYS	

APPENDIX 2: Proposed Ferry Schedules Route: Lower East Side Weekday (Winter)

		h	Sou	South Bound					North Bound
Time of Day	Boat #	Long Island City North	E.34th	E.23rd	Grand		Wall St/Pier 11	Wall St/Pier 11 Grand	
Weekday Winter	1	6:30 AM	6:36 AM	6:41 AM	6:46 AM		6:59 AM	6:59 AM 7:12 AM	
Weekday Winter	1	7:30 AM	7:35 AM	7:40 AM	7:47 AM		7:54 AM	7:54 AM 8:02 AM	
Weekday Winter	1	8:30 AM	8:35 AM	8:40 AM	8:47 AM		8:54 AM	8:54 AM 9:02 AM	
Weekday Winter	1	9:30 AM	9:35 AM	9:40 AM	9:47 AM		9:54 AM	9:54 AM 10:02 AM	
Weekday Winter	1	10:30 AM	10:35 AM	10:40 AM	10:47 AM		10:54 AM	10:54 AM 11:02 AM	_
Weekday Winter	1	11:30 AM	11:35 AM	11:40 AM	11:47 AM		11:54 AM	_	11:54 AM
Weekday Winter	1	12:30 PM	12:35 PM	12:40 PM	12:47 PM		12:54 PM		12:54 PM
Weekday Winter	1	1:30 PM	1:35 PM	1:40 PM	1:47 PM		1:54 PM	1:54 PM 2:02 PM	
Weekday Winter	1	2:30 PM	2:35 PM	2:40 PM	2:47 PM	2010	2:54 PM		2:54 PM
Weekday Winter	1	3:30 PM	3:35 PM	3:40 PM	3:47 PM		3:54 PM	3:54 PM 4:02 PM	-
Weekday Winter	1	4:30 PM	4:35 PM	4:40 PM	4:47 PM	100	4:54 PM		4:54 PM
Weekday Winter	1	5:30 PM	5:35 PM	5:40 PM	5:47 PM		5:54 PM	5:54 PM 6:02 PM	
Weekday Winter	1	6:30 PM	6:35 PM	6:40 PM	6:47 PM		6:54 PM	6:54 PM 7:02 PM	
Weekday Winter	1	7:30 PM	7:35 PM	7:40 PM	7:47 PM	100	7:54 PM		7:54 PM
Weekday Winter	1	8:30 PM	8:35 PM	8:40 PM	8:47 PM		8:54 PM	8:54 PM 9:02 PM	
Weekday Winter	1	9:30 PM	9:35 PM	9:40 PM	9:47 PM		9:54 PM	9:54 PM 10:02 PM	

Service Hours
Positioning Hours
Layover Hours

Summary

#of Vessels

Total Hours

Total Monthly Hours 374	Total Layover Hours 0	Total Positioning Hours 22	Total SVC Hours (exlusive of Layover Hrs) 352	# of wk Days 22	Nov	We
357	0	21	336	21	Dec	eekday (
357	0	21	336	21	Jan	Winter 60
357	0	21	336	21	Feb	9
		00	1360	8	Tota	977

Route: Lower East Side Weekend (Summer 45)	APPENDIX
Side Weekend (APPENDIX 2: Proposed Ferry
Summer 45)	ry Schedules

Weekend Summer	Weekend Summer	Weekend Summer	Weekend Summer	Weekend Summer	Weekend Summer	Weekend Summer	Weekend Summer	Weekend Summer	Time of Day													
ш	2	ь	2	1	2	حر	2	1	2	1	2	-4	2	1	2	1	2	ь	2	1	Boat #	
9:30 PM	8:45 PM	8:00 PM	7:15 PM	6:30 PM	5:45 PM	5:00 PM	4:15 PM	3:30 PM	2:45 PM	2:00 PM	1:15 PM	12:30 PM	11:45 AM	11:00 AM	10:15 AM	9:30 AM	8:45 AM	8:00 AM	7:15 AM	6:30 AM	Long Island City North	
9:36 PM	8:51 PM	8:06 PM	7:21 PM	6:36 PM	5:51 PM	5:06 PM	4:21 PM	3:36 PM	2:51 PM	2:06 PM	1:21 PM	12:30 PM 12:36 PM	11:45 AM 11:51 AM	11:00 AM 11:06 AM	10:15 AM 10:21 AM	9:30 AM 9:36 AM	8:51 AM	8:06 AM	7:21 AM	6:36 AM	E.34th	Sou
9:41 PM	8:56 PM	8:11 PM	7:26 PM	6:41 PM	5:56 PM	5:11 PM	4:26 PM	3:41 PM	2:56 PM	2:11 PM	1:26 PM	12:41 PM	11:56 AM	11:11 AM	10:26 AM	9:41 AM	8:56 AM	8:11 AM	7:26 AM	6:41 AM	E.23rd	South Bound
9:46 PM	9:01 PM	8:16 PM	7:31 PM	6:45 PM	6:01 PM	5:16 PM	4:31 PM	3:46 PM	3:01 PM	2:16 PM	1:31 PM	12:46 PM	12:01 PM	11:16 AM	10:31 AM	9:46 AM	9:01 A.M	8:16 AM	7:31 AM	6:46 AM	Grand	
9:59 PM	9:14 PM	8:29 PM	7:44 PM	6:59 PM	6:14 PM	5:29 PM	4:44 PM	3:59 PM	3:14 PM	2:29 PM	1:44 PM	12:59 PM	12:14 PM	11:29 AM	10:44 AM	9:59 AM	9:14 AM	8:29 AM	7:44 AM	6:59 AM	Wall St/Pier 11	
10:12 PM	9:27 PM	8:42 PM	7:57 PM	7:12 PM	6:27 PM	5:42 PM	4:57 PM	4:12 PM	3:27 PM	2:42 PM	1:57 PM	1:12 PM	12:27 PM	11:42 AM	10:57 AM	10:12 AM	9:27 AM	8:42 AM	7:57 AM	7:12 AM	Grand	
10:17 PM	9:32PM	8:47 PM	8:02 PM	7:17 PM	6:32 PM	5:47 PM	5:02 PM	4:17 PM	3:32 PM	2:47 PM	2:02 PM	1:17 PM	12:32 PM	11:47 AM	11:02 AM	10:17 AM	9:32 AM	8:47 AM	8:02 AM	7:17 AM	E.23rd	North Bound
10:23 PM	9:38 PM	8:53 PM	8:08 PM	7:23 PM	6:38 PM	5:53 PM	5:08 PM	4:23 PM	3:38 PM	2:53 PM	2:08 PM	1:23 PM	12:38 PM	11:53 AM	11:08 AM	10:23 AM	9:38 AM	8:53 AM	8:08 AM	7:23 AM	E.34th	д

	1		1	/ 17/	177	
	757	000	725	707	707	Total Monthly Done
418	76	95	76	85.5	85.5	Total Layover Hours
88	16	20	16	18	18	Total Positioning Hours
946	172	215	172	193.5	193.5	Total SVC Hours (exlusive of Layover Hrs)
44	00	10	Οú	10	9	# of wk Days
Total	Aug	ш	Jun	May	Apr	
		er (45)	nd Summ	Weeke		ī

	Layover Hours	Positioning Hours	Service Hours	Boat 2	Boat 1	
		2	2	ь	1 16	# of Vessels
	9.5	2	31	15	16	Hours
	44	44	44	44	4	Days
1452	418	88	946	660	704	s Total Hours

APPENDIX 2: Proposed Ferry Schedules Route: Lower East Side Weekend (Shoulder 60)

			Sou	South Bound			_	North Bound	
Time of Day	Boat #	Long Island City North	E.34th	E.23rd	Grand	Wall St/Pier 11	Grand	E.23rd	E.34th
Weekend Shoulders	ы	6:30 AM	6:36 AM	6:41 AM	6:46 AM	6:59 AM	7:12 AM	7:17 AM	7:23 AM
Weekend Shoulders	1	7:30 AM	7:35 AM	7:40 AM	7:47 AM	7:54 AM	8:02 AM	MA 60:8	3:14 AM
Weekend Shoulders	1	8:30 AM	8:35 AM	8:40 AM	8:47 AM	8:54 AM	9:02 AM	WA 50:5	9:14 AM
Weekend Shoulders	1	9:30 AM	9:35 AM	9:40 AM	9:47 AM	9:54 AM	10:02 AM	IMA 60:01	10:14 AM
Weekend Shoulders	1	10:30 AM	10:35 AM	10:40 AM	10:47 AM	10:54 AM	11:02 AM	11:09 AM	11:14 AM
Weekend Shoulders	ъ	11:30 AM	11:35 AM	11:40 AM	11:47 AM	11:54 AM	12:02 PM	12:09 P.M	12:14 PM
Weekend Shoulders	ш	12:30 PM	12:35 PM	12:40 PM	12:47 PM	12:54 PM	1:02 PM	1:09 PM	1:14 PM
Weekend Shoulders	,_	1:30 PM	1:35 PM	1:40 PM	1:47 PM	1:54 PM	2:02 PM	2:09 PM	2:14 PM
Weekend Shoulders	Д	2:30 PM	2:35 PM	2:40 PM	2:47 PM	2:54 PM	3:02 PM	3:09 PM	3:14 PM
Weekend Shoulders	ш	3:30 PM	3:35 PM	3:40 PM	3:47 PM	3:54 PM	4:02 PM	4:09 PM	4:14 PM
Weekend Shoulders	ы	4:30 PM	4:35 PM	4:40 PM	4:47 PM	4:54 PM	5:02 PM	5:09 PM	5:14 PM
Weekend Shoulders	щ	5:30 PM	5:35 PM	5:40 PM	5:47 PM	5:54 PM	6:02 PM	6:09 PM	6:14 PM
Weekend Shoulders	п	6:30 PM	6:35 PM	6:40 PM	6:47 PM	6:54 PM	7:02 PM	7:09 PM	7:14 PN
Weekend Shoulders	ш	7:30 PM	7:35 PM	7:40 PM	7:47 PM	7:54 PM	8:02 PM	8:09 PM	8:14 P N
Weekend Shoulders	1	8:30 PM	8:35 PM	8:40 PM	8:47 PM	8:54 PM	9:02 PM	9:09 PM	9:14 PM
Weekend Shoulders	ш	9:30 PM	9:35 PM	9:40 PM	9:47 PM	9:54 PM	10:02 PM	10:09 PM	10:14 PM

Service Hours
Positioning Hours
Layover Hours

26 26 26 26

416 26 0

Total Hours

100	Continuous in contract of cont	The residence of the latest designation of t		
	170	136	136	Total Monthly Hours
D	0	0	0	Total Layover Hours
26	10	œ	cc	Total Positioning Hours
416	160	128	128	Total SVC Hours (exlusive of Layover Hrs)
26	10	60	Ø	# of wk Days
Total	Oct	Sept	Mar	
J	ulder (60)	leekend Shaulde	Wee	1

APPENDIX 2: Proposed Ferry Schedules Route: Lower East Side Weekend (Winter 90)

			Sout	South Bound				North Bound	р
Time of Day	Boat #	Long Island City North	E.34th	E.23rd	Grand	Wall St/Pier 11	Grand	E.23rd	E.34th
Weekene Winter	Д	6:30 AM	6:36 AM	6:41 AM	6:46 AM	6:59 AM	7:12 AM	7:17 AM	7:23 AM
Weekend Winter	д	8:00 AM	8:06 AM	8:11AM	8:16 AM	8:29 AM	8:42 AM	8:47 AM	8:53 AM
Weekend Winter	1	9:30 AM	9:36 AM	9:41 AM	9:46 AM	9:59 AM	10:12 AM	10:17 AM	10:23 AM
Weekend Winter	1	11:00 AM	11:06 AM	11:11 AM	11:16 AM	11:29 AM	11:42 AM	11:47 AM	11:53 AM
Weekend Winter	1	12:30 PM	12:36 PM	12:41 PM	12:46 PM	12:59 PM	1:12 PM	1:17 PM	1:23 PM
Weekend Winter	₽	2:00 PM	2:06 PM	2:11PM	2:16 PM	2:29 PM	2:42 PM	2:47 PM	2:53 PM
Weekend Winter	ב	3:30 PM	3:36 PM	3:41 PM	3:46 PM	3:59 PM	4:12 PM	4:17 PM	4:23 PM
Weekend Winter	1	5:00 PM	5:06 PM	5:11 PM	5:16 PM	5:29 PM	5:42 PM	5:47 PM	5:53 PM
Weekend Winter	1	6:30 PM	6:36 PM	6:41 PM	6:46 PM	6:59 PM	7:12 PM	7:17 PM	7:23 PM
Weekend Winter	щ	8:00 PM	8:06 PM	8:11PM	8:16 PM	8:29 PM	8:42 PM	8:47 PM	8:53 PM
Weekend Winter	н	9:30 PM	9:36 PM	9:41 PM	9:46 PM	9:59 PM	10:12 PM	10:17 PM	10:23 PM

Service Hours
Positioning Hours
Layover Hours

35 35 35

Total Hours 385 35 175 595

Summary

of Vessels

	_	Weekend Winter (90	Winter (90	_	
	Nov	Dec	Jan	Feb	Total
# of wk Days	00	9	10	00	35
Total SVC Hours (exlusive of Layover Hrs)	88	99	110	88	385
Total Positioning Hours	80	9	10	co	35
Total Layover Hours	40	45	50	46	175
Total Monthly Hours	136	153	170	136	

APPENDIX 2: Proposed Ferry Schedules Route: Soundview Weekday (Summer and Shoulders)

			South Bound	nd		North	North Bound
Period	Boat #	Soundview	E.90th	E.62nd	Wall St/Pier 11	E.62nd	E.90th
(SS) veekday (SS)	4	6-20 AM	6-48 AM	6.54 AM	7-14 AM	7-37 010	7-28 A M
Weekday (SS)	2	7:00 AM	7:18 AM	7:24 AM	7:44 AM	8:02 AM	8:08 AM
Weekday (SS)	ω	7:30 AM	7:48 AM	7:54 AM	8:14 AM	8:32 AM	8:38 AM
Weekday (SS)	1	8:00 AM	8:18 AM	8:24 AM	8:44 AM	9:02 AM	9:08 AM
Weekday (SS)	2	8:30 AM	WV 81/:8	8:54 AM	9:14 AM	9:32 AM	9:38 AM
Weekday (SS)	1	9:00 AM	9:18 AM	9:24 AM	9:44 AM	10:02 AM	10:08 AM
Weekday (SS)	1	9:30 AM	9:48 AM	9:54 AM	10:14 AM	10:32 AM	10:38 AM
Weekday (SS)	2	10:30 AM	10:48 AM	10:54 AM	11:14 AM	11:32 AM	11:38 AW
Weekday (SS)	1	11:30 AM	11:48 AM	11:54 AM	12:14 PM	12:32 PM	12:38 PM
Weekday (SS)	N	12:30 PM	12:48 PM	12:54 PM	1:14 PM	1:32 PM	1:38 PM
Weekday (SS)	ы	1:30 PM	1:48 PM	1:54 PM	2:14 PM	2:32 PM	2:38 PM
Weekday (SS)	2	2:30 PM	2:48 PM	2:54 PM	3:14 PM	3:32 PM	3:38 PM
Weekday (SS)	1	3:30 PM	3:48 PM	3:54 PM	4:14 PM	4:32 PM	4:38 PM
Weekday (SS)	2	4:30 PM	4:48 PM	4:54 PM	5:14 PM	5:32 PM	5:38 PM
Weekday (SS)	ω	5:00 PM	5:18 PM	5:24 PM	5:44 PM	6:02 PM	6:08 PM
Weekday (SS)	1	5:30 PM	5:48 PM	5:54 PM	6:14 PM	6:32 PM	6:38 PM
Weekday (SS)	2	6:00 PM	6:18 PM	6:24 PM	6:44 PM	7:02 PM	7:08 PM
Weekday (SS)	ω	6:30 PM	6:48 PM	6:54 PM	7:14 PM	7:32 PM	7:38 PM
Weekday (SS)	ы	7:30 PM	7:48 PM	7:54 PM	8:14 PM	8:32 PM	8:38 PM
Weekday (SS)	N	8:30 PM	8:48 PM	8:54 PM	9:14 PM	9:32 PM	9:38 PM

	829.5	869	908.5	869 829.5 908.5	869	869	829.5	908.5	Total Monthly Hours 908.5 829.5
1050	126	132	138	126	132	132	126	138	Total Layover Hours
700	84	88	92	84	88	88	84	92	Total Positioning Hours
5162.5	619.5	649	678.5	619.5	649	649	619.5	678.5 619.5	Total SVC Hours (exlusive of Layover Hrs)
H	21	22	23	21	22	22	21	23	# of wk Days
Total	Oct	Sep	Aug	Jul	Jun	May	Apr	Mar	

	Layover Hours	Positioning Hours	Service Hours	Boat 3	Boat 2	Boat 1	
		ں	ιij	щ	ы	↦	# of Vessels Hours
	6	4	35.5	6	15	14.5	Hours
	175	175	175	175	175	175	Days
6917.5	1050	700	5162.5		2625	2537.5	Total Hours
	l _i			Split boat			ls .

Route: Soundview Weekday (Winter	APPENDIX 2: Proposed Ferry Si
(Winter)	Ferry Schedules

			South Bound	und		North Bound	Boun
Period	Boat #	Soundview	E.90th	E.62nd	Wall St/Pier 11	E.62nd	E.90th
Weekday (SS)	ъ	6:30 AM	6:48 AM	6:54 AM	7:14 AM	7:32 AM	7:38 AM
Weekday (SS)	2	7:00 AM	7:18 AM	7:24 AM	7:44 AM	8:02 AM	8:08 AM
Weekday (SS)	ιυ	7:30 AM	7:48 AM	7:54 AM	8:14 AM	8:32 AM	8:38 AM
Weekday (SS)	1	8:00 AM	8:18 AM	8:24 AM	8:44 AM	9:02 AM	9:08 AM
Weekday (SS)	2	8:30 AM	8:48 AM	8:54 AM	9:14 AM	9:32 AM	9:38 AM
Weekday (SS)	(J)	9:00 AM	9:18 AM	9:24 AM	9:44 AM	MA 20:01	10:08 AM
Weekday (SS)	1	9:30 AM	9:48 AM	9:54 AM	10:14 AM	10:32 AM	10:38 AM
Weekday (SS)	2	10:30 AM	10:48 AM	10:54 AM	11:14 AM	11:32 AM	11:38 AM
Weekday (SS)	1	11:30 AM	11:48 AM	11:54 AM	12:14 PM	12:32 PM	12:38 PM
Weekday (SS)	2	12:30 PM	12:48 PM	12:54 PM	1:14 PM	1:32 PM	1:38 PM
Weekday (SS)	ш	1:30 PM	1:48 PM	1:54 PM	2:14 PM	2:32 PM	2:38 PM
Weekday (SS)	2	2:30 PM	2:48 PM	2:54 PM	3:14 PM	3:32 PM	3:38 PM
Weekday (SS)	1	3:30 PM	3:48 PM	3:54 PM	4:14 PM	4:32 PM	4:38 PM
Weekday (SS)	2	4:30 PM	4:48 PM	4:54 PM	5:14 PM	5:32 PM	5:38 PM
Weekday (SS)	ı	5:00 PM	5:18 PM	5:24 PM	5:44 PM	6:02 PM	M4 80:9
Weekday (SS)	ı	5:30 PM	5:48 PM	5:54 PM	6:14 PM	6:32 PM	6:38 PM
Weekday (SS)	- 2	6:00 PM	6:18 PM	6:24 PM	6:44 PM	7:02 PM	Md 80:2
Weekday (SS)	w	6:30 PM	6:48 PM	6:54 PM	7:14 PM	7:32 PM	7:38 PM
Weekday (SS)	ы	7:30 PM	7:48 PM	7:54 PM	8:14 PM	8:32 PM	Md 85:8
Weekday (SS)	N	8:30 PM	8:48 PM	8:54 PM	9:14 PM	9:32 PM	9:38 PM

Service Hours
Positioning Hours
Layover Hours

យ ឃ

35.5 4

85 85

2507.5 340 510 3357.5 Boat 1 Boat 2 Boat 3

Summary

of Vessels

Hours 14.5 15

85 85 85

Total Hours 1232.5 1275 510 S

Split boat

Weekday (Win Nov Dec J 22 21 649 619.5 6: 88 84 132 126 1 869 829.5			ш			
Weekday (Winter 60) Nov Dec Jan Feb 22 21 21 21 vurs (exlusive of Layover Hrs) 549 619.5 619.5 619.5 ning Hours 88 54 84 84 r Hours 132 126 126 126		829.5	829.5	829.5	869	Total Monthly Hours
Weekday (Winter 60) Nov Dec Jan Feb 22 21 21 21 28 54 619.5 619.5 619.5 619 619 619 619 619	510	126	126	126	132	Total Layover Hours
Weekday (Winter 60) Nov Dec Jan Feb 22 21 21 21 22 21 21 619.5 619.5	340	84	84	84	88	Total Positioning Hours
Weekday (Winter 60) Nov Dec Jan Feb 22 21 21 21	2507.5	619.5	619.5	619.5	649	Total SVC Hours (exlusive of Layover Hrs)
Weekday (Winter 60) Dec Jan Feb	85	21	21	21	22	# of wk Days
3	Total	Feb	Jan	Dec	Nov	
			/inter 60)	3	M	ľ

APPENDIX 2: Proposed Ferry Schedules Route: Soundview Weekend (Summer 45)	
ry Schei (Summe)

			South Bound	nd		HTON	North Bound
Period	Boat #	Soundview	E.90th	E.62nd	Wall St/Pier 11	E.62nd	E.90th
Weekend Summer	1	6:30 AM	6:48 AM	6:54 AM	7:14 AM	7:32 AM	7:38 AM
Weekend Summer	2	7:15 AM	7:33 AM	7:39 AM	7:59 AM	8:17 AM	8:23 AM
Weekend Summer	1	8:00 AM	8:18 AM	8:24 AM	8:44 AM	9:02 AM	9:08 AM
Weekend Summer	2	8:45 AM	9:03 AM	9:09 AM	9:29 AM	9:47 AM	9:53 AM
Weekend Summer	1	9:30 AM	9:48 AM	9:54 AM	10:14 AM	10:32 AM	10:38 AM
Weekend Summer	2	10:15 AM	10:15 AM 10:33 AM	10:39 AM	10:59 AM	11:17 AM	11:23 AM
Weekend Summer	1	11:00 AM	11:00 AM 11:18 AM	11:24 AM	11:44 AM	12:02 PM	12:08 PM
Weekend Summer	2	11:45 AM	12:03 PM	12:09 PM	12:29 PM	12:47 PM	12:53 PM
Weekend Summer	1	12:30 PM	12:30 PM 12:48 PM	12:54 PM	1:14 PM	1:32 PM	1:38 PM
Weekend Summer	2	1:15 PM	1:33 PM	1:39 PM	1:59 PM	2:17 PM	2:23 PM
Weekend Summer	1	2:00 PM	2:18 PM	2:24 PM	2:44 PM	3:02 PM	3:08 PM
Weekend Summer	2	2:45 PM	3:03 PM	3:09 PM	3:29 PM	3:47 PM	3:53 PM
Weekend Summer	1	3:30 PM	3:48 PM	3:54 PM	4:14 PM	4:32 PM	4:38 PM
Weekend Summer	2	4:15 PM	4:33 PM	4:39 PM	4:59 PM	5:17 PM	5:23 PM
Weekend Summer	1	5:00 PM	5:18 PM	5:24 PM	5:44 PM	6:02 PM	6:08 PM
Weekend Summer	2	5:45 PM	6:03 PM	6:09 PM	6:29 PM	6:47 PM	6:53 PM
Weekend Summer	1	6:30 PM	6:48 PM	6:54 PM	7:14 PM	7:32 PM	7:38 PM
Weekend Summer	2	7:15 PM	7:33 PM	7:39 PM	7:59 PM	8:17 PM	8:23 PM
Weekend Summer	1	8:00 PM	8:18 PM	8:24 PM	8:44 PM	9:02 PM	9:08 PM
Weekend Summer	2	8:45 PM	9:03 PM	9:09 PM	9:29 PM	9:47 PM	9:53 PM

Service Hours
Positioning Hours
Layover Hours

2 2

30 2 0

444

1320 88 0

1408

Boat 1 Boat 2

of Vessels Hours

1 15
1 15

Days 44

Total Hours 660 660

Total Monthly Hours 288	Total Layover Hours	Total Positioning Hours	Total SVC Hours (exlusive of Layover Hrs)	# of wk Days		
Hours 288	0	18	270	9	Apr	
288	0	18	270	9	May	Weekend Summer (45
256	0	16	240	on	Jun	id Sumn
320	0	20	300	10	<u>u</u>	ner (45)
256	0	16	240	œ	Aug	
	0	88	1320	44	Total	

APPENDIX 2: Proposed Ferry Schedules Route: Soundview Weekend (Shoulder 60)

			South Bound	۵		North Bound	Bound
Period	Boat #	Soundview	E.90th	E.62nd	Wall St/Pier 11	E.62nd	E.90th
Weekend Shoulder	1	6:30 AM	6:48 AM	6:54 AM	7:14 AM	7:32 AM	7:38 AM
Weekend Shoulder	2	7:30 AM	7:48 AM	7:54 AM	8:14 AM	8:32 AM	8:38 AM
Weekend Shoulder	1	8:30 AM	8:48 AM	8:54 AM	9:14 AM	9:32 AM	9:38 AM
Weekend Shoulder	2	9:30 AM	9:48 AM	9:54 AM	10:14 AM	10:32 AM	10:38 AM
Weekend Shoulder	1	10:30 AM	10:48 AM	10:54 AM	11:14 AM	11:32 AM	MV 85:11
Weekend Shoulder	2	11:30 AM	11:48 AM	11:54 AM	12:14 PM	12:32 PM	12:38 PM
Weekend Shoulder	1	12:30 PM	12:48 PM	12:54 PM	1:14 PM	1:32 PM	1:38 PM
Weekend Shoulder	2	1:30 PM	1:48 PM	1:54 PM	2:14 PM	2:32 PM	2:38 PM
Weekend Shoulder	ь,	2:30 PM	2:48 PM	2:54 PM	3:14 PM	3:32 PM	3:38 PM
Weekend Shoulder	2	3:30 PM	3:48 PM	3:54 PM	4:14 PM	4:32 PM	4:38 PM
Weekend Shoulder	Д	4:30 PM	4:48 PM	4:54 PM	5:14 PM	5:32 PM	5:38 PM
Weekend Shoulder	2	5:30 PM	5:48 PM	5:54 PM	6:14 PM	6:32 PM	6:38 PM
Weekend Shoulder	М	6:30 PM	6:48 PM	6:54 PM	7:14 PM	7:32 PM	7:38 PM
Weekend Shoulder	2	7:30 PM	7:48 PM	7:54 PM	8:14 PM	8:32 PM	8:38 PM
Weekend Shoulder	⊢	8:30 PM	8:48 PM	8:54 PM	9:14 PM	9:32 PM	9:38 PM

L	Week	Weekend Shoulder (60)	er (60)	
	Mar	Sept	Oct	
# of wk Days	∞	00	10	26
Total SVC Hours (exlusive of Layover Hrs)	152	152	190	494
Total Positioning Hours	16	16	20	52
Total Layover Hours	52	52	65	169
Total Monthly Hours	220	220	275	

		Layover Hours	Positioning Hours	Service Hours	Boat 2	Boat 1	Summary	
			2		Þ	,	# of Vessels	
		6.5	2	25.5	15	10.5	Hours	
		26	26	26	26	26	Days	
ť	715	169	52	494	390	273	Days Total Hours	

APPENDIX 2: Proposed Ferry Schedules Route: Soundview Weekend (Winter 90)

			South Bound	hud		North	North Bound
Period	Boat#	Soundview	E.90th	E.62nd	Wall St/Pier 11	E.62nd	E.90th
Weekend Winter	1	6:30 AM	6:48 AM	6:54 AM	7:14 AM	7:32 AM	7:38 AM
Weekend Winter	1	8:00 AM	8:18 AM	8:24 AM	8:44 AM	MA 20:6	9:08 AM
Weekend Winter	1	9:30 AM	9:48 AM	9:54 AM	10:14 AM	10:32 AM	10:38 AM
Weekend Winter	1	11:00 AM	11:18 AM	11:24 AM	11:44 AM	12:02 PM	12:08 PM
Weekend Winter	1	12:30 PM	12:48 PM	12:54 PM	1:14 PM	1:32 PM	1:38 PM
Weekend Winter	1	2:00 PM	2:18 PM	2:24 PM	2:44 PM	3:02 PM	3:08 PM
Weekend Winter	ъ	3:30 PM	3:48 PM	3:54 PM	4:14 PM	4:32 PM	4:38 PM
Weekend Winter	1	5:00 PM	5:18 PM	5:24 PM	5:44 PM	6:02 PM	6:08 PM
Weekend Winter	Д	6:30 PM	6:48 PM	6:54 PM	7:14 PM	7:32 PM	7:38 PM
Weekend Winter	ъ	8:00 PM	8:18 PM	8:24 PM	8:44 PM	9:02 PM	9:08 PM

Service Hours
Positioning Hours
Layover Hours

Hours 16.5 1

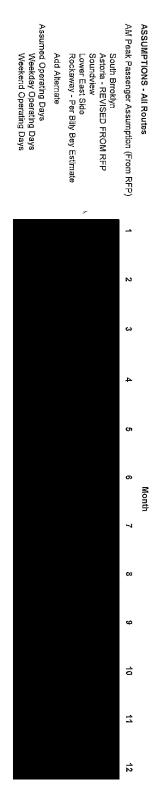
35 35 35 35

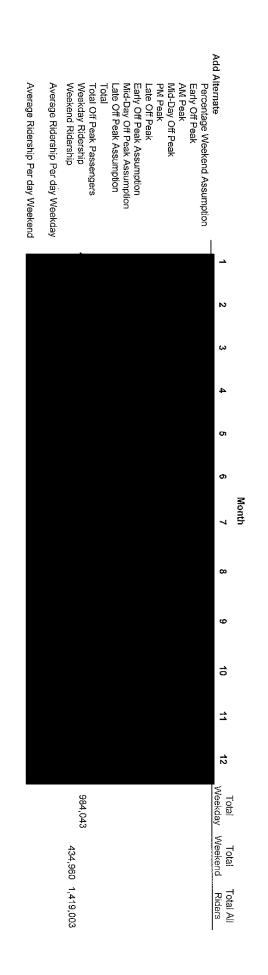
Total Hours 577.5 35 0 612.5

	Total Monthly Hours 140	Total Layover Hours	Total Positioning Hours	Total SVC Hours (exlusive of Layover Hrs)	# of wk Days		
	140	0	00	132	8	Nov	Weekend Winter (90)
	157.5	0	9	148.5	9	Dec	
	175	0	10	165	10	Jan	
	140	0	00	132	CO	Feb	
	ı	0	35	577.5	35	Total	

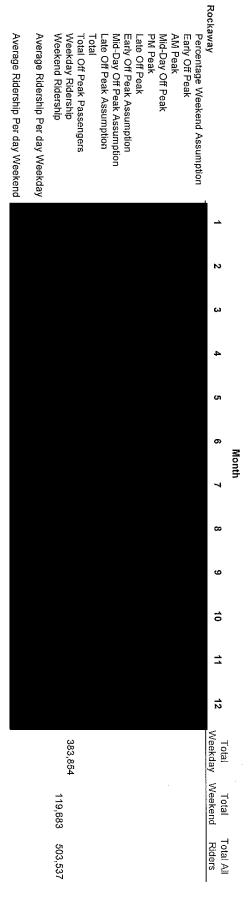


APPENDIX THREE: Ridership Projections

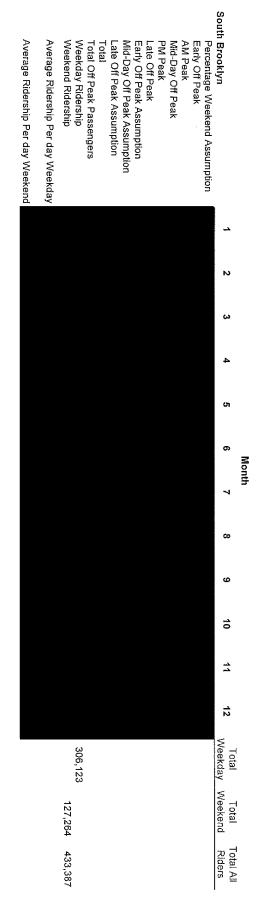




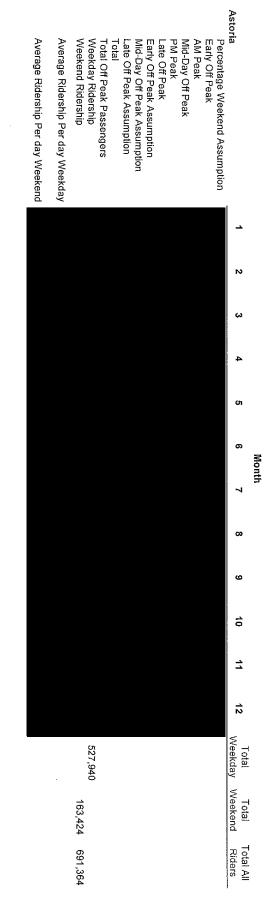
Year One Ridership by Route



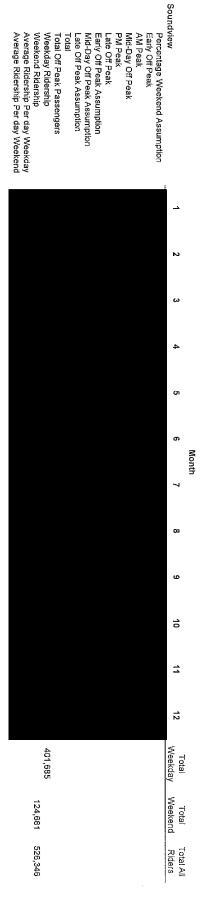
Year One Ridership by Route



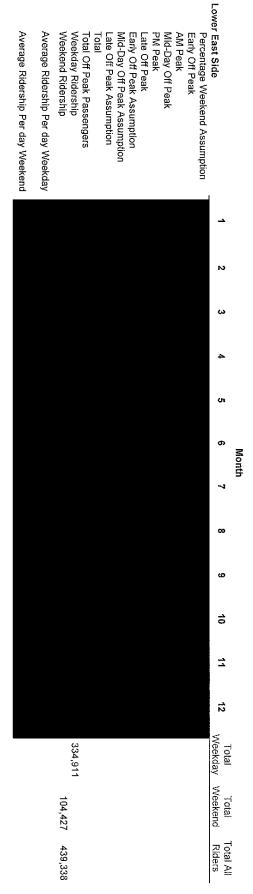
Year One Ridership by Route



Year One Ridership by Route



Year One Ridership by Route





APPENDIX FOUR: Rockaway Shuttle Bus Proposal

Shuttle Summary

OBJECTIVE: The goal of the shuttle bus service detailed in this proposal is to provide passenger support to the Citywide Ferry Service which will operate from the dock at Beach 108th Street to Manhattan. There are two proposed routes that will stop along established MTA routes to supplement existing MTA service and provide better Citywide Ferry Service accessibility to residents of the Rockaway.

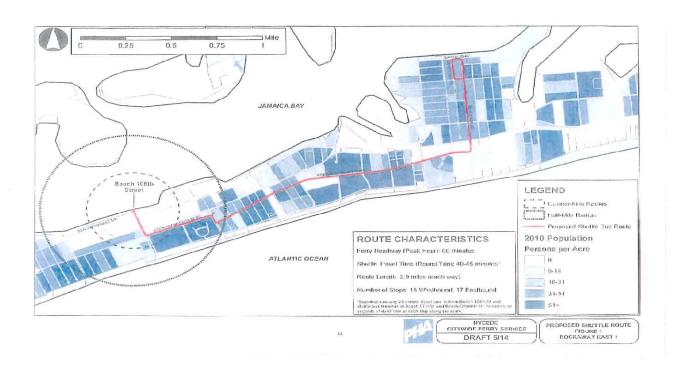
Routes

Below are two proposed routes to the dock at Beach 108th Street

Figure 1

Shuttle bus will start its first pick up at 6 AM to meet a 6:30 AM ferry on 108 St. The last drop off will be at 10:30 PM (approximate)

16.5 hours of operation.



Heading east to west - pick ups

- 1. 69th and Coral Reef
- 2. Bayfield Avenue and 69th St.
- 3. Rockaway Beach Boulevard and 69 street (MTA)
- 4. Rockaway Beach Boulevard and 73rd St. (MTA)
- 5. Rockaway Beach Boulevard and 75th St.(MTA)
- 6. Rockaway Beach Boulevard and 78th St (MTA)
- 7. Rockaway Beach Boulevard and 84th St (MTA)
- 8. Rockaway Beach Boulevard and 86 street(MTA)
- 9. Rockaway Beach boulevard and 88 St (MTA)
- 10. Rockaway Beach Boulevard and 91st St.(MTA)
- 11. 96 Street and Cross Bay Parkway (MTA)
- 12. Rockaway Beach Boulevard and 99St (MTA)
- 13. Rockaway Beach Boulevard and 102 St.(MTA)
- 14. Rockaway Beach Boulevard and 105th St.(MTA)
- 15. Rockaway Beach Boulevard and 108 St. (MTA)
- 16. Ferry/108 St. And Beach Channel

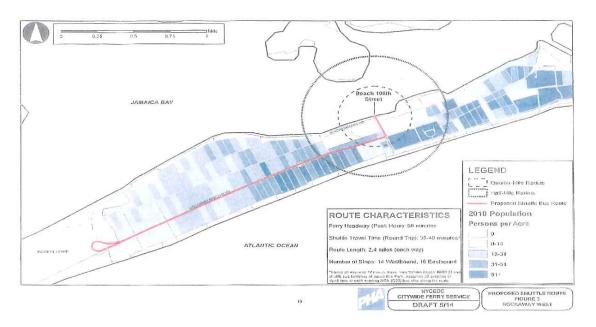
Heading west to east (Return Trips) - drop-offs starting Beach Channel and 108St. / Ferry

- 1. 108 St /Rockaway Beach Boulevard
- 2. 105 St./RBB
- 3. 102 St/RBB
- 4. 100 St/RBB
- 5. 98 St/RBB
- 6. 96 street and Cross Bay Parkway
- 7. 92nd St
- 8. 88th St
- 9. 86th St
- 10. 84th St
- 11. 81st St
- 12. 79th St
- 13. 77th St
- 14. 75th St
- 15. 73rd St
- 16. 69th St
- 17. 67th St
- 18. Bayfield Avenue between 67th and 68th street

(3 mile distance))

Figure 2

Shuttle bus will start its first pick up at 6 AM to meet a 6:30 AM ferry on 108St. The last drop off will be at 10:30 PM (approximate) 16.5 hours of operation.



Pickup

Heading west to east starting at 149th Street.
All pickups on Rockaway Beach Boulevard and the following.

- 1. 149th St
- 2. 147th St
- 3. 144th St
- 4. 143rd St
- 5. 141st St
- 6. 139th St
- 7. 137th St
- 8. 135th St
- 9. 133rd St
- 10. 131st St
- 11. 129th St
- 12. 127th St
- 12. 12/ 3(
- 13. 125th St
- 14. 123rd St
- 15. 122nd St
- 16. 119th St
- 17. 115th St
- 18. 112th St
- 19. 109th St (non MTA stop)
- 20. Final stop at Beach Channel and 108th St.

Drop-offs

Heading east to west starting at Beach Channel and 108th St. All drop offs on Rockaway Beach Boulevard.

- 1. 110th St
- 2. 113th St
- 3. 116th St
- 4. 118th St
- 5. 122nd St
- 6. 124th St
- 7. 126th St
- 8. 129th St
- 9. 131st St
- 10. 133rd St
- 11. 135th St
- 12. 137th St
- 13. 139th St
- 14. 141st St
- 15. 143rd St
- 16. 145th St
- 17. 147th St
- 18. 149th St

2.5 miles distance

The vehicle servicing this route will be a late model (2015 through 2017) 28 passenger bus.

- Aisle Leatherette Reclining Seats
- W/C Lift (upon request)
- Air Conditioning/Heat
- AM/FM Radio
- CD Player
- DVD Player (upon request)
- Lavatory (upon request)

Shuttle Rate: \$85 per hour - rate is based on proposed hours and subject to change if total hours change.

Total Annual Charge: \$510,510



Division of Economic and Financial Opportunity

TELLI COSTO

Odyssey Transportation, LLC

Women-owned Business Enterprise (WBE). Program at the New York City Department of Small Business Services and is therefore certified as a This certificate acknowledges that this company has met the criteria as established by the WBE

Certificate Number:

MWCERT-5091

Expires on:

4/30/2018

Michael R. Bloomberg, Mayor

Lagren wash

Robert W. Walsh, Commissioner

NEW YORK CITY ECON INTENT TO PE							
BIDDER/PRIME CONTRACTOR	90018408 (5365) Davidenside 31466201 (1001)		St	JECONTRACTOR			
NAME Billybey Ferry Company, LLC.			NAME	Odyssey Transportation, LLC			
ADDRESS 4800 Avenue at Port Imperial	ADDRESS 4800 Avenue at Port Imperial			\$ 43-39 21st Street, Suite 203			
Weehawken, NJ 07086			_	Long Island City, NY 11101			
PHONE 201-902-8700			PHONE	718-392-1700			
FED. ID No.		FE	D. ID No.				
NYCEDC CONTRACT NUMBER:	TBD						
PROJECTED START DATE:	2017						
PROJECTED COMPLETION DATE:	2023						
WORK TO BE PERFORMED:	Bus Service						
PRICE OF WORK TO BE PERFORMED:	\$510,510 ye	ear one					
	CERTIF	ICATION					
The contractor hereby commits to hiring the Subconthe Project. The Contractor must notify an Opport provided herein. By signing below each party certimisleading information shall be grounds for the applications of the signature of the signature of the side o	tunity M/ fies that t lication of	W/DBE Offic the above info any applicab	er in writ ormation i le crimina mityon Sul	ting of any changes to the information is true and accurate. Providing false o			

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SUBCONTRACTORS PARTICIPATION PLAN

Check One:

e: v niti

Initial Plan Amended Plan

6/23/2015

The purpose of this form is to ensure that appropriate planning and consideration go into the subcontractor utilization process, and to serve as documentation of your commitment comply with M/W/DBE requirements for this project. Please complete the forms electronically and email to opportunity mwdbe@nycedc.com. Please also include a signed PDF copy to the same email. If you have any questions, you may contact Opportunity M/W/DBE at 212-312-4256.

- I affirm that the following statements are true and accurate:
- 1. I have read and understand the M/W/DBE requirements for this Project.
- 2. I will make and thoroughly document Good Faith Efforts to meet M/W/DBE requirements.
- 3. This Subcontractors Participation Plan ("Plan") lists all subcontractors I intend to use, including non-M/W/DBE firms. I understand that Intent to Perform as Subcontractor forms, which verify that subcontractors listed below have been contacted and intend to participate on this project, must be submitted for each contractor together with this form.
- 4. I understand that I must submit an amended Plan if there are any changes to the information I have provided herein
- 5. Upon request, I will provide NYCEDC with proof of payments made to subcontractors.
- 6. FOR CONSTRUCTION MANAGEMENT CONTRACTS ONLY. I must submit a separate Plan for each direct subcontractor listed below who will retain second-tier subcontractors. Each direct subcontractor's Plan should be received prior to the date that subcontractor commences work on the project. If a direct subcontractor on this form is not subcontracting out a portion of its work, it must submit a Self-Perform Statement in lieu of a plan.

x Speekey Julys

6/23/15 Nate

<

NYCEDC hereby authorizes this Plan:

Opportunity M/W/DBE Officer

te

statement or omission shall be grounds for the application of any applicable criminal and/or civil penalties for perjury. "Statements" section in RFP/IFB and Contract document, any statements made in any instrument submitted to NYCEDC in connection with the Corporation's M/WBE Program shall be submitted under penalty of perjury and any false or misleading

	Project Information	Project Calculations do not take into account informations	Project Calculations- <i>Automatically Calculated</i> NOTE: Calculations do not take into account information provided in First-Tier Subcontractor Plans. That information will be factored in manually.
Contract #/Project #:	City Wide Ferry Services		
Business Name:	NY Waterway	Awards to M/W/DBEs	\$0.00
Project Award Amount:	DBT.		
Project Manager:	Donald J. Liloia		
Email:	liloia@	to M/M/DBEs	0%
Phone:	201-902-8700	נס ואין איי/ טטרט	

			Odyssey Transportation LLC	Business Name
			Υ	M/W/DBE?
			\$510,510.00	Award Amount
			Shuttle Bus Service	nt Services to be Provided
			Spring 2017	Anticipated Start Date



APPENDIX FIVE: NY Waterway Clean Air Stewardship

NY Waterway Clean Air Stewardship

For more than a decade, NY Waterway ("NYWW"), and its operating companies Port Imperial Ferry Corporation and BillyBey Ferry Company have embraced opportunities to offer our customers ferry service with lower emissions. Our actions towards a cleaner fleet have involved changing fuels, installing exhaust after-treatment and early replacement of engines. Because of the long lifespan of marine vessels and diesel engines the NYWW ferries are expected to remain in services for many years to come. Coupled with the robust OEM and aftermarket parts market, the engines currently in the vessels can continue to be rebuilt and operate for a significant length of time. One of the most effective ways to reduce the fleet emission footprint is to replace engines; however, it is a very capital-intensive emission reduction strategy. Therefore, programs that encourage early replacement are invaluable. NYWW has been able to participate in grant programs that make these initiatives financially viable. Beginning in 2004, with assistance from the New York State Energy Research and Development Authority (NYSERDA), NYWW installed diesel oxidation catalysts on 23 vessels and replace 18 engines on 9 vessels. These replacements were conducted well ahead of a typical repowering and were able to achieve significant emission reductions. NYWW has partnered with NJ Transit and been awarded Section 5307 Discretionary Passenger Ferry Grant funds to repower an additional 8 vessels. Additionally, NYWW is pursuing FHWA Congestion Mitigation Air Quality (CMAQ) funding through the North Jersey Transportation Planning Authority (NJTPA) to repower an additional 7 vessels. If awarded, NYWW will have committed to installing new cleaner engines on 24 of their 35 vessels. NYWW is also building two brand new catamaran ferry vessels that will be equipped with state-of-the-art engines certified to EPA Tier 3 levels. EPA Changing Regulations and the Impact of NYWW's Accelerated Repower Projects EPA first enacted emission standards for marine vessels in 1999, with phased-in stringencies that began with Tier 1 emission levels and are now at Tier 3 levels. By moving to cleaner Tier 2 and Tier 3 engines, NYWW has implemented technology that, for some boats, is cleaner by 43% and 63% for NOx and PM, respectively as illustrated in Figure 1.

Considering how the vessel repowers have moved to ever-cleaner emission levels, it is projected that with full implementation of committed and requested repower grant funding projects, NYWW will achieve considerable fleet-wide emission reductions.

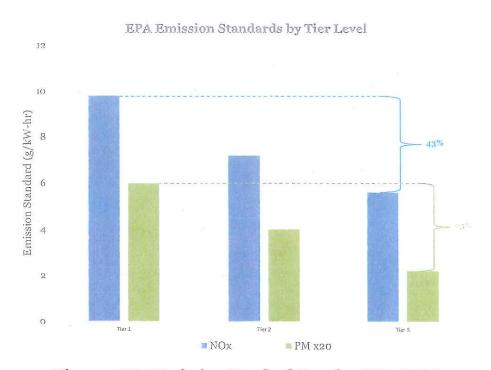


Figure 1: EPA Emission Standard Trends - NOx & PM

Engine Repower Impact on Passenger Capacity

NYWW's current committed and contingent repowers, on up to 13 boats, will also radically change the propulsion arrangement from a four-engine, four jet-drive configuration to a two-engine propeller-propulsion system. This change is significant for two reasons: (1) it reduces annual fuel consumption and therefore greenhouse gas (GHG) emissions; and (2) it allows the vessels to be reconfigured to qualify as "K" boats. Reconfiguring from the current "T" boat to "K" qualification boats will allow each vessel to accommodate 240 passengers compared to the current limit of 149. This 61% increase in capacity represents a major enhancement to the future expansion capability of the system without a significant capital investment in new boats and without the increased emissions associated with adding vessels to the fleet.

<u>Collaborating Towards Achieving Regional Emission Benefits</u>

NYWW's continued efforts of working towards a cleaner fleet are well-aligned with regional efforts to reduce ozone precursor emissions (e.g., NOx and HC), diesel PM, and GHGs (CO₂, N₂O and CH₄). Specifically, NYWW's initiatives complement the Port Authority's Clean Air Strategy, a plan that targets reductions in criteria pollutants and GHGs through 2019. The Port Authority's Clean Air Strategy was developed in collaboration with New York City Economic Development Corporation, New York City Office of Long Term Planning, New York City Department of Transportation, EPA Region 2, New York State Department of Environmental Conservation, New Jersey Department of Environmental Protection, New York Metropolitan Transportation Council, North Jersey Transportation Planning Authority, New York Shipping Association, and the cities of Bayonne, Elizabeth, Newark, and Jersey City, NJ.



APPENDIX SIX: Bytemark Supporting Material

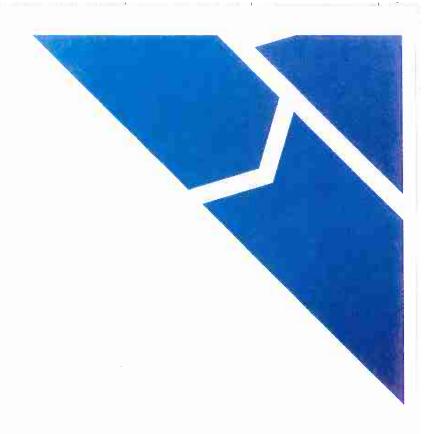






Table of Contents

2 3
9
12
19
25 25
25
28
39
31
34

Appendix A – Sample Mobile App Appendix B – Sample Reports Appendix C – Business Partnerships



Bytemark Introduction

Corporate Summary

Business Description and History

Bytemark is a U.S.-based mobile ticketing and payment solutions provider with headquarters in New York City.

Description of Operations

Bytemark launched the first mobile ticketing app for a major U.S. transit agency with the release of the New York Waterway app in January 2012. In January 2014, Bytemark launched with Capital Metropolitan Transportation Authority (CMTA) providing mobile ticketing across the city of Austin, TX bus, bus rapid transit, and light rail lines. Bytemark launched its third mobile ticketing application for the Northern Indiana Commuter Transportation District (NICTD) South Shore Line (light rail service from Chicago to northern Indiana) in June 2014. Bytemark is currently developing mobile ticketing systems for Massachusetts Department of Transportation (contract awarded in September 2014) and Toronto's Union Pearson Express (contract awarded in November 2014).

Bytemark's mobile ticketing technology and applications have been proven over time, with three years of continuous operation in New York City's demanding transit environment. Bytemark's systems excel in technical design, with security features that provide significant protection to our customers. Our platform is performing exceptionally well, processing over \$1 million in ticket sales every month.

Bytemark is well financed for stability and growth through a combination of current contracts and trusted investors.

Markets and geographic areas served

Bytemark's development team is based in New York, NY. Bytemark currently employs 30 developers, sales, and support staff. The development staff is spread across four teams dedicated to the Bytemark platform: back office & infrastructure, iOS, Android, and Windows mobile operating systems. Each team develops applications natively for each mobile OS, which ensures skilled optimization and a better user experience and performance.

Current operations serve these markets in the United States and Internationally:

New York City, NY
Chicago, IL through South Bend, IN
Austin, TX
Boston, MA
Toronto, ON
United Kingdom

Location of corporate headquarters and office location

Bytemark, Inc. 268 West 44th Street



Floor 3 New York, NY 10036

Number of employees by office location

New York, NY: 26 Chicago, IL: 1 Edinburgh, Scotland: 2

Description of third party partnerships and alliances

Bytemark strives to be a technology / system agnostic solution that is capable of integrating into larger fare collection and transit ITS systems. Vendors with whom we have integrated previously include: Genfare, Trapeze, Xerox-ACS, INIT, Thales, and Digi Mobile.

Core services and products produced by the Contractor

The Bytemark mobile ticketing platform encompasses smartphone apps, point-of-sale plug-ins, open APIs, mobile software development kits (SDKs), a back office module for user management, fare management, and reporting engine. We provide clients with a PCI certified payment gateway that connects to a wide array of popular processors.

Products and Services that are hosted

Bytemark operates entirely on a hosted cloud model to allow for maximum reliability and scaling. Site hosting is provided via Amazon Web Services (AWS), taking advantage of their storage network, load balancers and server infrastructure that is unmatched in the industry. AWS has several data centers around the world, providing for geographic redundancy in case of a major event.

Fare Media supported

We currently use visually validated (animated) mobile tickets and 2D barcode mobile tickets. The hand-held validator solution we deployed for Capital Metro supports magstripe, Mifare, and 2D. We are in the final stages of developing an NFC solution for Capital Metro using host card emulation (HCE). We are developing Bluetooth LE validation in partnership with Thales.

Payment Methods supported

Payment methods supported include credit and debit cards supported by Visa, MasterCard, American Express and Discover as well as direct debit payments made from a checking account. We also support payments via PayPal.

Bytemark intellectual property

Patent holder for Visually Validated tickets (U.S. Pat. No. 8494967), also filed in Canada. This patent contains over 34 claims covering various ways of visual validation of a computerized ticket. View at: http://l.usa.gov/17S86uV

We have 10+ patents pending in the US, Europe, and Canada around mobile ticketing and methods for validation.

Clients & References

1. New York Waterway (NY Waterway)

Status: In Service



Contact: Paul Goodman, CEO New York Waterway

Phone: 201-751-8115

Email: goodman@nywaterway.com

Address: NY Waterway 4800 Avenue at Port Imperial Weehawken, NJ 07086

Dates: May 2011 – Present Locations: New York, NY

Bytemark partnered with New York Waterway (joint venture between Port Imperial Ferry Co. and Billybey Ferry Co.) in the Summer of 2011 to pursue a mobile ticketing solution for Waterway's ferry system. NY Waterway operates the largest privately-owned commuter ferry service in the U.S., carrying 30,000 passenger trips per day – 8 million trips per year – on 34 boats serving 21 routes between New Jersey & Manhattan, between Rockland & Westchester counties and between Orange & Dutchess counties.

Bytemark's solution was to develop a fully interactive mobile application with schedules, route maps, advisories, information, ticketing, and payment. A GPS bus locator to track the status of connecting buses was also integrated into the app to assist ferry riders. NY Waterway is the first mass transit service in the U.S. to offer a 100% smart device-based app that incorporated payment and ticketing, all in one.

The NY Waterway app is the first mobile system that does not require code scanners, NFC (Near Field Communication) readers, or any other expensive infrastructure for a mass transit group. The app has unique security features for NY Waterway management that allows them to change images and ticket details to help deckhands easily validate tickets. The system also collects real time ridership information anonymously and can provide unique targeted advertising to customers based on where they are embarking or disembarking.

The NY Waterway application launched in January 2012. The application has performed tremendously, exceeding all expectations in its first year, with up to 50% of riders on certain routes using mobile tickets and close to \$5 million in digital tickets processed for 2012. NY Waterway Management was excited to offer customers the benefit of an interactive experience defined by ease of use, but their expectations for app usage was conservative, as this was unknown territory for a transit system. NY Waterway predicted that during the first year, 5% of passengers would use mobile tickets, with a top end of \$1 million in tickets processed. They were pleasantly surprised at results that were 5 times greater than originally predicted. The Bytemark platform processed over 1 million e-tickets in 2013, handling over \$10 million in those transactions. NY Waterway was so impressed with the application and its performance that after the first few months of usage, they made a strategic minority investment in Bytemark, Inc.

As a result of the aftermath of Hurricane Sandy, travel to and from Manhattan was nearly impossible. PATH and MTA service were both suspended and the influx of commuter traffic caused perpetual gridlock. For those in New Jersey and the outer boroughs, NY Waterway was one of few transit options available. The ferry service experienced damage to numerous dock locations and lost 50% of their ticket vending machines (TVM). Hurricane Sandy provided the ultimate scalability test for the Bytemark platform, with thousands of new users added daily. During the month of November 2013, 31,000 new users utilized the application. Over 200,000 digital tickets purchased, a 435% increase over the previous month. Backend integration with Amazon's cloud infrastructure ensured that capacity was increased to handle traffic spikes. On a typical day, a majority of users access the app 2-3 times per day. With schedules in flux, and the addition of new ferry users, daily access grew to 4-5 times per day on average with 30% of users accessing the app 5-9 times per day. Sessions within the app saw incredible growth, while averaging 8,000 sessions in October per day, November experienced spikes of over 80,000. The



system performed as expected and experienced ZERO downtime in the aftermath of Hurricane Sandy.

2. Capital Metropolitan Transportation Authority (CMTA)

Status: In service

Contact: Joe Ianello Technical Chief Information Officer, Capital Metro

Phone: 512-369-6207

Email: joe.iannello@

Address: 2910 East 5th Street Austin, TX 78702

Dates: August 2012 - December 2012 AND June 2013 - Present

Locations: Austin, TX

Bytemark partnered with Capital Metro in August of 2012 to develop a mobile ticketing system as a pilot project offered during November's Formula 1 event in Austin, Texas. Capital Metro has been Austin's regional public transportation provider since 1985. Capital Metro services 32 million people every year with 50 metro routes, 8 express routes, and 19 University of Texas shuttle routes. The pilot launched on November 10th and remained live until November 24, 2012. Capital Metro was the first transit agency in the nation to offer a visually verified mobile ticketing and payment solution across both bus and rail services. The mobile app allows riders to avoid lines at ticket vending machines and eliminates the need for exact change or cash to purchase transit fares -- turning Apple or Android smart mobile devices into a transit passes.

Following the successful pilot project Capital Metro issued a Request for Proposal for a fully hosted mobile ticketing system on January 8, 2013 and received six proposals by the closing date of February 16, 2013. Proposals were scored based on the following criteria: Qualifications and performance of the firm, technical approach, and qualifications of the project team members. Bytemark was rated highest, all factors considered. An independent consultant estimated the cost of the project to be \$ 1000, Bytemark's cost proposition was \$ 1000, coming in nearly \$ 1000 below the estimate. The full deployment of the live solution launched in January 2014. App Features Include:

- "Smart Tile Home Screen" Provides users with the most relevant content based on their settings and usage history.
- Meets all Payment Card Industry security standards and accepts Discover Card, Visa, MasterCard and American Express payments.
- Includes Capital Metro's mobile trip planner, service alerts, real-time arrival information, maps and schedules.
- Option to purchase multiple passes on one device for groups traveling together.
- Embedded security to cut down on fare evasion and provide cost savings to Capital Metro
- The Virtual Visually Validated (V3) ticket screen has multiple built-in security features to ensure authenticity.

3. Northern Indiana Commuter Transportation District (NICTD)

Status: In Service

Contact: Boris Matakovic Chief Information Officer, NICTD

Phone: 212-926-5744



Email: boris,matakovic@

Address: 33 East US Highway 12 Chesterton, IN 46304

Dates: June 2014 – Present

Locations: Northern Indiana, Chicago, IL

Bytemark partnered with the Northern Indiana Commuter Transportation District (NICTD) to develop the free South Shore App, which is available for both Apple iOS and Android Devices.

Operated by NICTD, the South Shore Line is an interurban commuter rail that connects South Bend, Indiana and Chicago, Illinois. Using the free South Shore App powered by Bytemark, commuters can now use their phone as their ticket. The application uses Bytemark's visually validated mobile tickets, riders simply need to show their smartphone screens to conductors in order to use tickets. Bytemark's South Shore App also offers train schedules with arrival times and a system map.

South Shore App Features:

- "Smart Tile Home Screen" Provides users with the most relevant content based on their settings and usage history.
- Meets all Payment Card Industry security standards and accepts Discover Card, Visa, MasterCard and American Express payments.
- Includes train schedules, arrival times and a system map.
- Option to purchase multiple passes on one device for groups traveling together.
- Embedded security to cut down on fare evasion and provide cost savings to NICTD.
- The Virtual Visually Validated (V3) ticket screen has multiple built-in security features to ensure authenticity.

In addition to the mobile application, Bytemark provides NICTD with a state-of-the-art user management platform solution and backend reporting system. These tools help South Shore Line administrators to better manage transit offerings and meet customers' needs.

4. Massachusetts Department of Transportation (BusPlus)

Status: In Development

Contact: Kyle Emge, Manger Capital Programs & Operations MassDOT

Phone: 857-368-8963

Email: kyle.emge@

Address: Ten Park Plaza, Suite 4160, Boston, MA 02116

Dates: September 2014 – Present **Locations:** Massachusetts, US

Bytemark partnered with MassDOT to offer mobile and web based ticketing for the state's BusPlus program. The BusPlus program is a partnership between MassDOT and private bus operators offering new regional transportation services to increase intercity and commuter transportation options available across the Commonwealth and New England. Seven private operators including Peter Pan Bus Lines, Plymouth & Brockton Street Railway Co., DATTCO, Coach Company, Bloom's Bus Lines, Boston Express, and Yankee Line will participate in the mobile pilot, which is scheduled to be completed in early spring 2015.

The free BusPlus app will utilize Bytemark's patented mobile ticketing solution, which enables riders to purchase and store transit passes on their mobile devices. To use passes, riders simply show their smartphone screen to bus operators or scan the on-screen barcode upon boarding. The app will be available initially for Apple iOS and Android with a Windows Phone version coming



at a later date. The application will offer schedules, a trip planner and the latest service advisories. This will be the first mobile ticketing solution for the private bus industry in the country, where tickets can be purchased from multiple operators.

In addition to the mobile app, a BusPlus website will be rolled out that allows for account management, ticket purchasing, and print-at-home options. Bytemark is providing a state-of-the-art user management platform solution and backend reporting system to MassDOT and the private operators participating in the BusPlus program. This will enable administrators to better manage transit offerings and meet customers' needs.

Bytemark is assisting operators in procuring fixed and hand held validation hardware. Bytemark's merchant application software will operate on the hardware to validate passes, manage field sales, and track fare evasion.

5. Metrolinx Union Pearson Express (UP Express)

Status: In Development

Contact: Stephan Mehr, Director of Business Planning UP Express

Phone: +1.416.202.5758

Email: stephan.mehr@ Address: Union Pearson Express, 97 Front Street West, Toronto, ON M5J 1E6

Dates: November 2014- Present

Locations: Toronto, ON

UP Express is a \$456 million project that will connect Union Station in downtown Toronto to Toronto Pearson International Airport. Once operational in 2015, an estimated 5,000 daily travelers will enjoy convenient, reliable and rapid service in a relaxing and stress-free atmosphere.

Bytemark will release the mobile ticketing app in spring 2015, shortly before UP Express becomes operational. After downloading the free app to their smartphone, riders will be able to purchase e-tickets that generate custom 2D barcodes and can be stored on their phone. Conductors will be able to sell, print and validate tickets onboard using the 120+ handheld devices Bytemark will deploy. Additional features, including the ability to purchase tickets online via travel sites such as Expedia and Kayak, will also be part of Bytemark's custom-built solution.

Bytemark is developing and delivering customer-facing mobile ticketing applications, a customer facing ticketing and informational website, back office administration portal, business partnership portal, hand held validator hardware and software for validation and ticket sales.

Experienced Team

Bytemark's technical leadership have worked together for over three years and have implemented numerous ticketing and payment systems for transit, tourism, and event providers. All developers are in-house employees; we do not outsource any of our development.

The strength of Bytemark's mobile ticketing platform is its offerings in professional and integration services. As has been the case with NY Waterway, Capital Metro, and InComm, the Bytemark platform is required as part of these contracts in order to integrate into existing systems and to ensure the compatibility of data import/export between various accounting, logistics, and project management platforms. Our project with Capital Metro included a number of integrations



and collaborations, such as: GenFare smart cards and mag stripe Cards, ACS Xerox software in vehicle units, INIT PROXmobil2 validators for 2D and NFC passes, Capital Metro's internal web team, Trapeze's ATIS and PASS module, Digi Mobile gateways.

As new data standards and software is utilized within an organization, Bytemark uses open data standards to make sure that its customer management, ticket management and transaction management databases can easily be exported into the updated systems. As an organization, we recognize that technology changes rapidly and we take a flexible approach toward developing solutions that can integrate with the various third-party systems that our clients deploy.

Training and Support Program

Bytemark will deliver training to the Agency's personnel and representatives. The first round of training will be held onsite at OCA's facilities and will be comprised of train-the-trainer sessions as well as classroom sessions. Bytemark will work with the Agency to determine the final training offerings by:

- Working with CITYWIDE to identify designated training groups for each area of focus.
- Conducting on site or virtual workshops on each area of focus with all identified training groups.
- Training schedule for workshops and corresponding logistical needs addressed.
- Training manual creation for system, accessible virtually and physically.

Roles and Responsibilities

Bytemark will work with CITYWIDE to present the roles and responsibilities of the staff responsible for preparing, conducting, and evaluating the training program. This will also include a clear definition of the resources and a work plan.

Additional training will be available throughout the contract for predetermined daily rates arranged through a task order.

Experienced Integrators

Bytemark has proven experience integrating diverse types of hardware and software into our mobile ticketing solution. Bytemark strives to be a technology and system agnostic solution that is capable of integrating into larger fare collection and transit ITS systems. Vendors with whom we have integrated previously include: Genfare, Trapeze, Xerox-ACS, INIT, and Digi Mobile.

Support during the hardware procurement process is critical to a successful deployment. Bytemark staff will provide recommended hardware devices and vendors as well as evaluation of Operator selected devices.

Bytemark will cooperate with third-party validator providers and will utilize an internal project manager to ensure an efficient and effective integration. Wherever possible Bytemark will utilize existing APIs and systems.



Bytemark Solution

Bytemark is a mobile ticketing and payments company that delivers advanced mobile solutions for the transit, tourism, and event industries. Bytemark's core product is an easy-to-use mobile ticketing system that requires little to no infrastructure investment. Our platform includes smartphone applications, back office management modules, and open APIs that provide an integrated mobile commerce experience. Our systems excel in technical design, with security features that provide significant protection for our clients and users.

Scalable Cloud Architecture

Bytemark operates entirely on a hosted cloud model to allow for maximum reliability and scaling. Site hosting is provided via Amazon Web Services (AWS), taking advantage of their storage network, load balancers and server infrastructure that is unmatched in the industry. AWS has several data centers around the world, providing for geographic redundancy in case of a major event.

Accessibility Featured

Bytemark's mobile applications were designed with accessibility in mind and comply with industry standards. We utilize native accessibility features provided by each platform. This includes voice-over (or similar features) compliance on all of our screens and instructions in place of visual tutorials. We have also reviewed and improved the interface of our apps for legally blind users. These changes are reflected in the design and user experience of the applications we deployed for Capital Metro in Austin, TX.

Focused on the User Experience

Bytemark has a refined ticket purchase process and intuitive User Interface to make purchasing as simple as possible. Users sign-up and registration has been simplified through social-sign in, allowing users to sign-in with existing accounts from Facebook and Google+. Payment details, whether it is a credit, debit, or stored value card only needs to be registered once and is then stored in the users account for future use. Following strict security policies, account numbers are never stored on the device itself.

Full Featured Operator Back Office

The Bytemark Back Office gives administrators control over managing user accounts through an administration portal and the ability to revoke, suspend, and credit user accounts as needed. The system generates reports on the various ticketing actions taken by administrators. These reports have the same filter parameters as the purchased tickets report and the same data output with the addition of notes to track which administrator performed the ticketing action and why the action took place.

Guiding Principals

We believe that everyone benefits when transit services work together — daily riders, operators and the communities they serve. The Bytemark Platform was built from the beginning to enable and foster these relationships. One of the most unique features of our Platform is the ability to establish business partner relationships with organizations in the community you serve. Business Partners could be large corporations that want to provide transit benefits to their employees, Universities and other educational institutions, or even reseller partners. Business Partners are recognized as their own entity in the Bytemark Back Office with their own users and permissions.

Bytemark Platform

Bytemark Solution 9



The Bytemark Platform consists of a suite of tools to meet the needs of transit operators and their customers. The Platform is secure, scalable, and extendable through APIs to support future expansion internally and to trusted 3rd parties.

The platform is most easily conceptualized into the following four quadrants.

Customer Mobile SDK

Mobile Software Development Kit for:

- iOS
- Android
- Windows



Merchant & Operator Tools

- Product Management
- Reporting
- Customer Management
- Business Partnerships
- Payment Gateway



Consumer Web Solutions

- Customer Web Services APIs
- Bytemark Marketplace



Operator Validation Solutions

- Handheld Validation and Sales
- Onboard Vehicle Validators
- Fare-gate Add-ons





Bytemark Mobile App SDK

Bytemark is proud to offer *native* apps for iOS, Android, and Windows Phone operating system. Each project Bytemark delivers is custom built and optimized for each agency based upon the Bytemark Mobile SDK that provides us with a suite of tools to develop our apps. Each has been designed and developed specifically for each platform to have an efficient codebase consistent with design conventions for each separate platform.

Native Support for:

- iOS 6+
- Android 4.3+
- Windows Phone 8+

Bytemark believes a comprehensive mobile transit experience will lead to a better adoption rate vs. standalone ticketing app. Bytemark's consumer apps include full schedule and route information, native map integration for each OS platform, in-app notifications and feedback mechanisms. For a complete look at the Bytemark mobile app experience we have included sample screenshots and details.

Convenient Registration and Payment

Bytemark has a refined ticket purchase process and intuitive User Interface (UI) to make purchasing as simple as possible. Users sign-up and registration has been simplified through social-sign in, allowing users to sign-in with existing accounts from Facebook and Google+. Payment details, whether it is a credit, debit, or stored value card only needs to be registered once and is then stored in the users account for future use. Following strict security policies, account numbers are never stored on the device itself.

See A - Sample Mobile App for sample screenshots and details of the mobile app.

Smart Tiles

Upon launching a Bytemark mobile ticketing app, the most striking difference compared to our competitors is the home screen. Instead of a variety of menu items, we provide users with a set of smart tiles that are contextual based on the user. New users without any tickets will be presented with a Buy Ticket smart tile along with schedule and journey planning options. Once a passenger has purchased a ticket, the Buy Ticket smart tile will be updated to a Use Ticket smart tile. Smart tiles get their content from the user's activity within the app. For instance, a trip planning smart tile may be prepopulated with a recently searched trip. The purpose of smart tiles is to bring information to the user instead of burying it in a series of menus.

In addition, new users are first introduced to the smart tile interface with an in-app tutorial overlay. This tutorial will walk a new user through the steps required to purchase their first fare product. If a user would like to review the tutorial, they may turn it back on in the settings menu.

For more information on smart tiles, please see Appendix A - Sample Mobile App.

Alerts and Advisories

Notification may be displayed in multiple ways within the mobile application. The app's home screen may be configured to display important travel alerts and notifications. These can be used to raise consumers' awareness to any changes in the operator's regular operations and suggest alternative routes if necessary.

Providing riders with this information in real-time allows them to make the best decision and ease their experience when problems occur. Notifications may be restricted to in-app, email, or customers may elect to opt-out completely. Also available are notifications for operator or relevant area news as well as special



offers if available. These notifications are displayed via an Alert Smart Tile on the home screen and complete listings of recent notifications are viewable through the Advisory icon at the top of the screen.

All notifications are shown on the Authority website and viewable through a standard web browser.

Passenger Information Tools Optimized for New York City

We view the integration of real-time passenger information tools as vital to the customer experience and drivers of mobile ticketing adoption. Immediately upon launching the mobile application a menu presents to the rider trip planning, schedules and additional information sections of the app. The application may take advantage of operator-provided web services including real time bus locations and schedule listings. Other information that can be incorporated includes: next departing bus information, delays, and alerts that go beyond the typical trip planner to bring the most relevant information to a user as soon as they enter the application.

Bytemark has partnered with trip planning leader Hacon to incorporate New York Citywide optimized transit information into the mobile app. Going beyond the typical Google Map integration, Hacon will optimize routes and data specifically targets preferred New York City transit partners and ferries. Curated maps will highlight connecting ferry bus lines to provide for a complete door-to-door journey planning experience. Customers can quickly bring up favorite routes and their recently searched routes. The trip planner functionality will also display fares for available routes.

Features include a live timetable to show positions of vehicles on the map with an enhanced animation mode for live timetable updates. A multi-departure view can display departures at several stops near the user.

Geolocation is utilized if the user chooses to share their location. Location data is used to find the nearest station and to show real time train locations if provided. Back office tools were built to help manage all information relating to the transit service schedules, stops, tickets (including security features), fares, and information necessary to comply with General Transit Feed Specification (GTFS). The application stores the latest available transit information and allow the customer to look up schedules for specific trips they are looking to take. Full GTFS schedules are cached locally and synced with the server for the latest information. The sync is structured to keep data transfer to a minimum. This allows customers to utilize the schedules and maps interface to plan their trip without delay or waiting for an Internet connection.

Fare Validation and Payments

Visually Validated Verifiable (V3) Tickets

Bytemark's Visually Validated Virtual (V3) Tickets are patented technology that utilizes unique security elements. The application uses the device's screen to show a ticket with the basic ticket information a fare inspector would need to admit the ticket holder.

Security & Validation

There are several features included in the tickets to ensure that only valid tickets are accepted. When a ticket is initially activated, it starts out with a default background color. Once it is tapped, this color will change and the ticket will flip between the default and secondary color every time the phone's screen is tapped. In a dual system employing visual as well as electronic validation, the secondary color screen would also contain a QR code for scanning. Two areas of the phone can be tapped to change the background colors, it is up to the agency if they wish to utilize this secondary color area. Examples



include designating discount fare products in the secondary area with a different color scheme. In addition, each ticket is animated with a background image that continuously traverses across the phone's screen in a unique direction. These features allow a conductor to verify the validity of a ticket as quickly as possible.

Multiple Verification Elements

V3 tickets' animated elements render picture duplicates of a ticket useless. When the user taps or swipes the device screen the ticket background color will change. This level of interactivity prevents videos of tickets, complete with animations, from passing a validation check. The colors, animation direction and the image used in the animation can all be set by the transit agency to help prevent a programmer from creating a fake ticket.

Proven in the Real World

In use since January 2012 with the New York Waterway, we are pleased to have sold over 3 million V3 tickets with little incidence of even attempted fraud.

See Appendix A - Sample Mobile App for screenshots.

2D Barcode Validation

While QR codes have been around for several years in ticketing, in most implementations they are merely providing an electronic version of existing print-at-home tickets. We have modernized the approach for the mobile app generation by taking advantage of the smartphones capabilities.

On-Demand Code Generation

Our QR codes are generated on-demand by the user and include a time stamp amended to the ticketing information. Ticket barcodes are automatically refreshed every minute to deter fraudulent activity. This ensures the ticket is "fresh" on the device making it useless to distribute to other users.

Single Use & Secure

Electronic tickets are also single use—new codes are generated to represent the active pass every time the user brings up an active ticket. If a scan does occur of a duplicate QR code prior to the original, the original would no longer be valid, eliminating the motivation of duplicating a ticket. If a duplicate code is scanned, the original ticket holder will be flagged for possible fraudulent activity. QR Code tickets may also contain animated background components that aid the ticket inspector in readily identifying whether the ticket is a screenshot from another user's device.

Offline Ticketing

Bytemark's mobile ticketing apps offer fully functional offline tickets to help transit agencies deal with issues of limited connectivity. When a ticket is purchased on the mobile application the encrypted and tokenized ticket information is stored on the device for offline retrieval. This allows the app to display visual and barcode tickets without a connection and mitigates issues like delayed boarding or inspection as the customer waits for a connection. Ticket activation rules are maintained offline on the device and executed in a trusted environment. When the device regains connectivity it will sync up with the back office and download any changes on the account so the app displays the most up-to-date information.

Saving Tickets To Your Device

- Lets you view and use your tickets offline
- Helps you quickly activate and reactivate tickets in regions with a poor data reception



Saving To Your Cloud Account

- Requires you to have an online connection to view and use your tickets
- Allows passes to be viewed and used from multiple devices

Multimodal Validation: Future Phases

Bytemark's mobile ticketing platform allows for multi-modal and hybrid validation. The Bytemark mobile ticketing solution was created to be flexible to meet the needs of various transit use cases. The tickets are designed for quick visual validation and upon tap - a scannable barcode for inspection checks or to board vehicles with electronic validators. NFC is supported for equipped Android 4.4+ devices.

Bytemark continues to innovate with ticketing technology to meet the needs of today and tomorrow's passengers. We are excited to announce that we are collaborating with the Thales Group to enable Bluetooth LE technology in smart devices as a method for secure fare validation. Bluetooth tech has the advantage of greater range than NFC and does not require a user to tap their device on a validation target. Multiple Bluetooth sensors combined with advanced passenger detection methods provide us with an unprecedented ability to provide contactless ticketing to a majority of smartphone users. Bluetooth offers a number of advantages as a contactless technology that other popular technologies, like NFC, do not.

These include:

- Bluetooth has a higher rate of penetration in smart mobile devices than NFC (iPhone are not integrated with NFC).
- Greater range to extend the distance between the reader and the device, reducing reliance on the speed of the reader.
- Greater range for geo-fencing potential for promotions and individualized content.

NFC and Bluetooth validation are only possible when supported by the appropriate hardware and mobile device.

3rd Party Integration

The Bytemark Mobile Ticketing SDK and apps were developed with the goal of allowing 3rd parties to integrate Bytemark tickets within their apps. This provides customers with the most flexible option for purchasing their fare. This goal was recently made a reality with RideScout in Austin. RideScout, the leader in real-time aggregated ground transportation services, recently aunounced the availability of a new version of their popular mobile app that disrupts the status quo in the mass transit ecosystem. The enhanced RideScout app allows for the convenient in-app purchase of bus and rail fares for Capital Metro using Bytemark's mobile ticketing SDK.

Pier 11 Transfer Example Description (How can we connect riders from NJ to Citywide Ferry Service for example)

The Bytemark back office system is equipped for joint ticketing and transfers. NY Waterway ferry riders travelling on New Jersey routes could purchase joint ticketing products for NY Waterway / Citywide Ferry. The back office allows for the set-up of contracts between business partners which establishes business rules and makes revenue splitting for joint products simple and efficient. Invoices and reports can be generated on demand so accounting for both organizations have the information they need.



The duration of an active ticket can be set to allow for a user to present one unified ticket for validation to both operators (based on journey times). Alternatively, our ticketing system is equipped for post-validation actions, normally used as a ticket 'stub' or to pass advertisements to the user. This system can also be used for a joint transit & event tickets. The first ticket, once validated, would activate the second ticket that could be used for entry onto the transfer service.

CitiBike Potential Partnerships (Bike unlocking and memberships tied to the Citywide ferry service account)

Bytemark's approach to mobile ticketing for transit is focused on opening up the transit-ticketing platform to allow for new and innovative ways for transit operators to offer unique value-add solutions for their customers. Bytemark's open API's and vast experience with technical integrations and account linking allows us to work seamlessly with other transit providers and partners. Bytemark has been in talks with Citibike regarding integrations for account linking and payments. This would allow for bike sharing to be an integrated solution offering for mobile ticketing. It can be an add-on solution for any ticket purchases via the mobile app and allow for passengers to access and release their bike from the station via the mobile app. The Bytemark platform was developed in such a way that we can allow for third party integration around ride share, taxi payments, bike share, third party ticket sales, and much more. We are excited to offer taxi payments and bike share integration as a part of the overall Bytemark offering.

Employer/University Back Office to allow for establishing group accounts and discounts

The Bytemark Platform is capable of establishing business partner relationships for ride sponsors including corporations and educational institutions. Business Partners are recognized as their own entity in the Merchant Back Office with their own users and permissions. Through business partnerships, the operator or partners may establish commission and fare discounts on a per partner basis.

When onboarding a Business Partner, administrators may establish contract terms and business rules for the partner. An administrator adds the new partners by selecting the relationship type (reseller, pass issuer, venue, attraction, etc) as well as any relevant contact details. Once added in the Back Office as a Partner, commission structures or discounts can be established and contracts between the partners may be stored.

Business Partner Billing

The operator may configure business partners to bill them up front for the number of distributed passes or after the pass is used. Billing timeframes can be configured based on business rules. Certain partner may be billed monthly whereas others may be billed daily, weekly, yearly or at a custom interval. Statements are automatically generated at the end of a billing cycle. The operator can configure an email alert to be notified that the billing cycle for a Partner has ended and the statement needs approval.

Business Partners are able to pay their statement with credit or debit directly through the back office. Once paid, the operator and the Business Partner receive an email receipt confirming the transaction. Alternatively, the operator may manually mark a statement as 'paid' if the payment is made outside of the Merchant Back Office.



Passes distributed through a business partner are subject to the standard transactional fee to Bytemark—this applies to both paid and nonpaid passes. Each customer in a batch is considered to be a separate transaction.

Partner Administration Capabilities

Business Partners may log into the Merchant Back Office web portal and distribute mobile passes to specific email addresses associated with user accounts. If that account exists the system will automatically email the user informing them of their mobile pass. If the user account does not exist the system will automatically email them to sign-up and retrieve the pass invitation.

The Merchant Back Office provides a tool for Business Partners to import a list of email addresses that 'passes' should be distributed to. This provides for easy distribution of passes for an HR administrator. The importing is conducted by importing a comma separated value (csv) spreadsheet, which is a common export option for a variety of systems.

Multiple back office user accounts can be created for your organization and assigned group-based permissions. Custom permission groups can be configured to meet your organizational structure, such as Accounting and Customer Support. Permissions and roles can be customized to allow third party partners to access select data and information.



Sales and Ticket Validation

Pier & Onboard Sales

Bytemark is introducing a new handheld to the market purpose built for ticketing applications. The Bytemark TiiM – Ticket Issuing and Inspection Machine – is designed to meet current and future ticketing sales and validation needs. The TiiM is ideal for onboard ticket sales or to supplement ticket vending machines at piers during peak times.

The TiiM is equipped to handle existing magnetic stripe cards. In preparation for pending EMV requirements, it also includes support chip-and-pin as well as contactless cards. EMV requirements are being enforced in October of this year. An integrated thermal printer can issue 2D barcode tickets and receipts.

Payment Features:

- Magnetic Stripe Card Reader: Track 1/2/3, bi-directional
- Contactless Payment Cards
- Chip-and-PIN Card Reader and PIN pad: ISO 7816 & EMV

Online & Offline Validation

A user application will generate a QR Code containing tokenized information associated with the user account and the unique ticket. Once scanned, our validators will indicate a valid ticket scan with an audio tone as well as a screen confirmation. If online, the validator will update the back office that the ticket has been used and the user account will be updated. This means each QR code is only valid once, which prevents against fraud from users trying to copy one QR code for multiple entries or by passing the device back to a friend. If the validators are offline because of a network service interruption, it will retry on a set schedule until it has synced with the back office.

Ticket Validation Features:

- Dedicated 2D barcode imager can validate print-at-home as well as smart phone displays.
- ISO1443 Reader for contactless media can process almost any NFC smartphones, contactless smart card, ticket and portable objects, including MiFare and Calypso standards.
- Bluetooth Low Energy





Platform Features

Managing Ticket Look and Feel

The visual parameters of a mobile ticket are completely customizable by the agency. The color scheme, watermark, logos, and direction of animation are controlled in the back office and can be set to reflect the agency's branding and design standards. The next generation of Bytemark's V3 tickets are completely customizable and templates can be created for all of the agency's ticket types.

Payment Gateway

The Bytemark payment gateway is integrated with major processors such as Pivotal, Elavon, Chase Paymentech, and BluePay. For this project we recommend Pivotal Payments because of their ease of integration and support for multiple currencies to handle New York's diverse clientele.

We accept all major credit cards (Visa, MasterCard, and American Express) and any debit card supported by Visa and MasterCard (including pre-tax transit benefit cards). We have recently integrated with PayPal to allow users to sign-up with their PayPal account and make payments via PayPal.

- The Bytemark gateway integrates with 3rd-party payment processors.
- The Bytemark gateway can be directly reconciled with payment processing services to verify that
 payments are received and deposited.
- With both Bytemark and the credit card processor providing sales data reporting, this provides the client with a secondary data validation point to ensure that the revenue reported in both systems is accurate.

Security

Interaction between the back office and mobile applications are governed by PCI Level certification and is reviewed by a Qualified Security Assessor annually. No personal information—particularly payment card information—will be stored locally on the mobile applications. Tokens are used to reference payment card information. Any data that is considered personal or proprietary is encrypted with military-strength cryptography when stored or transmitted.

Bytemark's proven methods of protecting Personally Identifiable Information (PII) and payment card information through stringent access controls, the use of secure, dedicated circuits, and highly secure combination of hardware and software encryption techniques ensure that the credit and debit card information and other personally identifiable data is handled in a secure manner and not compromised during processing or during storage.

All communication between the mobile applications and the back office are secured over SSL channels and is monitored at all times for security breaches or unusual activity.

Billing & Pricing Solutions

The Bytemark ticketing solution was designed to handle a variety of business rules and use cases for all forms of public transit. Fare products supported include route, origin/destination fare tables, tiered service rates, zone fares, special-event, multi-ride, weekly, monthly and so on.

Reduced and concessionary fares are supported via customer groups within the Bytemark Back Office. Customer groups unlock reduced fare products just for those users designated as qualifying. Reduced

Platform Features 18



fares can also be made available to the general public, however the ticket inspector would be required to verify any required credentials such as a student ID.

Loyalty Schemes

Bytemark's platform has features to offer promotions with local events and businesses. The Back Office tracks redemption of offers to provide insight into the success of the individual marketing campaign or for the purposes of revenue sharing.

Our back office enables and promotes the creation of virtual partnerships between organizations, which gives agencies and businesses the opportunity to offer cross-merchant or collaborative promotions. Private operators can leverage their user base for additional revenue opportunities and as an engine to drive visitors towards its transit offerings. Examples of promotions include: location based advertisement for nearby venues, combined transit and event ticketing packages, and multi-agency ticketing across transit groups.

In addition, Bytemark currently redeems vouchers through third parties like Expedia.com for its ticketing partners, allowing for a range of reseller and promotions to be validated under a single system. Through our voucher system we can accept promotional codes and integrate with third-party rewards.

Loyalty Program Management

Customer loyalty programs can be offered through a couple different models. One such model would be to reward frequent customers with a coupon towards a future purchase. Another model would be to offer discounted rates to the most loyal customers. This can be accomplished through our customer groups built into the platform. Similar to airline mileage programs, once a member reaches a predefined threshold based on the operator's rules, the user can be automatically placed into a reduced fare loyalty group. Fares would be discounted within the app and available for only those loyalty members.

Business Partnerships

The Bytemark Platform is capable of establishing business partner relationships for ride sponsors including corporations and educational institutions. Business Partners are recognized their own entity on the Merchant Back Office with their own users and permissions. Through business partnerships, the operator or partners may establish commission and fare discounts on a per partner basis.

When onboarding a Business Partner, administrators may establish contract terms and business rules for the partner. An administrator would add the new partners by selecting the relationship type (reseller, pass issuer, venue, attraction, etc) as well as any relevant contact details. Once added in the Back Office as a Partner, commission structures or discounts can be established and contracts between the partners may be saved there as well.

Allows the operator the ability through the Merchant Back Office to distribute a quantity and type of mobile passes to a business partner.

Business Partner Billing

The operator may configure business partners to bill them up front for the number of distributed passes or after the pass is used. Billing timeframes can be configured to the operators' business rules. One partner may be billed monthly whereas others may be billed daily, weekly, yearly or at a custom interval. Statements are automatically generated at the end of the billing cycle. The operator can configure an

Platform Features 19



email alert to be notified that the billing cycle for a business partner has ended and the statement needs approval.

Business partners are able to pay their statement with credit or debit directly through the back office. Once paid the operator and the business partner receive an email receipt confirming the transaction. Alternatively, the operator may manually mark a statement is 'paid' if the payment is made outside of the Merchant Back Office.

Passes distributed through a business partner are subject to the standard transactional fee to Bytemark—this applies to both paid and nonpaid passes. Each customer in a batch is considered to be a separate transaction.

College Passes

Bytemark will provide training materials to agency staff that covers our Business Partnership features. The first step in onboarding an organization or University is configuring the institution as an entity in the Back Office. Once an organization is established, administrators and users can be invited to participate from that organization. The most vital step is establishing business rules. The Business Partnership module provides a wide array of use cases that correlate to common use cases for billing and commercial agreements. Organizations can be billed for usage, per student, upon use or upon ticket distribution.

Once an organization and their admin users are configured, templates will be provided in .csv format that should be used to bulk import students into the Back Office to allocate students tickets.

See Appendix C - Business Partnerships for more details on functionality.

Partner Administration Capabilities

Business Partners may log into the Merchant Back Office web portal and distribute mobile passes to specific email addresses associated with user accounts. If that account exists the system will automatically email the user to let them know a mobile pass is waiting for them. If it does not exist the system will automatically email them to sign-up and retrieve the pass invitation.

The Merchant Back Office provides a tool for business partners to import a list of email addresses that 'passes' should be distributed to. This provides for easy distribution of passes for an HR administrator. The importing is conducted by importing a comma separate value (csv) spreadsheet, which is a common export option for a variety of systems. Each business partner can import up to 99,999 email addresses.

See Appendix C - Business Partnerships for more information.

Offers & Vouchers

Bytemark's platform has features to offer promotions with local events and businesses. The back office tracks redemption of offers to provide insight into the success of the individual marketing campaign or for the purposes of revenue sharing.

Our back office enables and promotes the creation of virtual partnerships between organizations, which gives agencies and businesses the opportunity to offer cross-merchant or collaborative promotions. Operators can leverage their user base for additional revenue opportunities and as an engine to drive visitors towards its transit offerings. Examples of promotions include: location based advertisement for nearby venues, combined transit and event ticketing packages, and multi-agency ticketing across transit groups.



Our ticketing system is equipped for post-validation actions, normally used as a ticket 'stub' or to pass advertisements to the user. This system can also be used for a joint transit & event tickets. The first ticket, once validated, would activate the second ticket that could be used for entry into the event.

Customer loyalty programs can be offered through a couple different models. One such model would be to reward frequent customers with a coupon towards a future purchase. Another model would be to offer discounted rates to the most loyal customers. This can be accomplished through our customer groups built into the platform. Similar to airline mileage programs, once a member reaches a predefined threshold based on the operator's rules, the user can be automatically placed into a reduced fare loyalty group. Fares would be discounted within the app and available for only those loyalty members.

While outside the scope of this project, Bytemark has provided in the past the ability to redeem vouchers through third parties like Expedia.com. This allows for a range of reseller and promotions to be validated under a single system. Through our voucher system we can accept promotional codes and integrate with third-party rewards.

Platform Features 21



Back Office Administration

The back office gives administrators control over managing user accounts through an administration portal and the ability to revoke, suspend, and credit user accounts as needed. The system generates reports on the various ticketing actions taken by administrators. These reports have the same filter parameters as the purchased tickets report and the same data output with the addition of notes to track which administrator performed the ticketing action and why the action took place.

Multiple back office user accounts can be created for your organization and assigned group-based permissions (Exhibit 1). Custom permission groups can be configured to meet your organizational structure, such as Accounting and Customer Support.

Back office tools were built to help manage all information relating to the transit service schedules, stops, tickets (including security features), fares, and information necessary to comply with GTFS. Using GTFS feed, schedules can easily be included in the application.

Creating new fare products can be done in a variety of ways, depending on the type of product being created (Exhibit 2). If a new ticket type is being added, for example an event ticket, this can be done in the tickets tab simply by adding a name and selecting the time period the new ticket type is purchased for (daily, weekly, monthly). With this new ticket type created the corresponding fares can be added with a few clicks in the fares tab of the back office. Discounted tickets such as multi-ride (e.g. 10-ride), monthly, children, student, or senior citizen are also available. The back office tools will provide CityWide with the ability to create customized ticket types assigned to specific routes, time periods (peak, off-peak, late night), passenger types, and fares.

The process for creating a new route is very similar, except this will also require creating new stops and trips along the route. Our tools provide the ability to add to, edit, and delete from all of the tables required to generate information that is GTFS compliant. Once a change is made, the GTFS compliant feed provided by the back office is updated and is available in the user application in real-time.



EXHIBIT 1 ADMIN PERMISSIONS

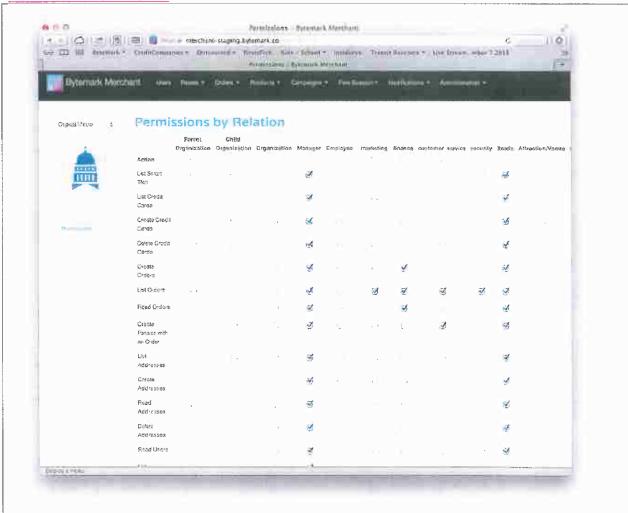
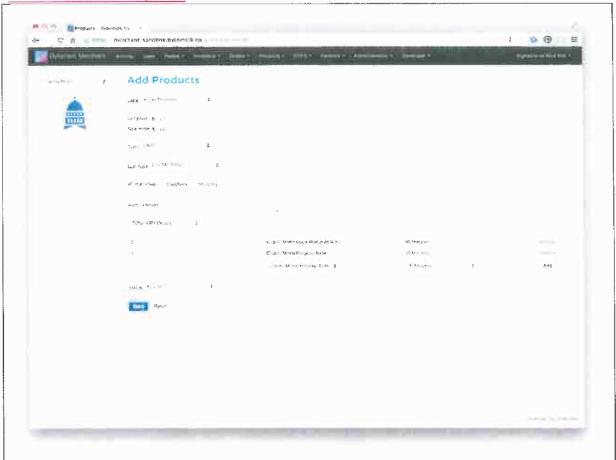




EXHIBIT 2 ADD PRODUCTS / FARES





Customer Support

Our web based back office tools enable a customer service agent with everything they need to investigate a customer's account including past and current usage. Our role-based administration module provides security levels and reports for refunds and/or credits provided to customers to prevent internal fraud activities. Internal review process can be implemented for credit approvals. Refunds can be provided directly to the customer's account by issuing ticket credits or a refund can be placed back on the customer's credit/debit card.

Customer service agents have a clear escalation path to our internal service desk. In the event of an emergency, a direct telephone line will be available for contact 24/7. The back office provides for a log management of complaints and requests for refunds.

Customer Support Actions

- Retrieve and manage profile data within accounts
- View and resend eTicket receipt to the guest
- View and credit an eTicket to a user account
- Retrieve eTicket balance on behalf of the guest
- Report / record lost eTicket on behalf of the guest. Support reps can add notes to a customer's profile in the back office and send further requests to Bytemark or other service reps.
- Cancel / refund eTicket for the guest
- Find eTicket and / or customer through search on: guest name, guest email, guest eTicket #

Bytemark uses Zendesk for managing customer service requests. Zendesk also allows for Bytemark and its clients to work seamlessly in supporting the consumer by creating flexible processes around support ticket management. With Zendesk, a customer or a customer service representative can simply email a support request to support@bytemark.co. A ticket is auto generated and can easily be assigned to the correct resource. The complete life cycle of the ticket can be managed via email so customer services representative do not need to learn a complicated ticket system.

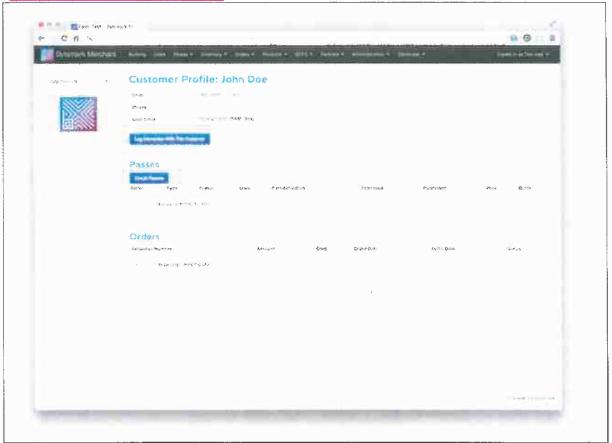
Bytemark utilizes Zendesk for:

Zendesk Customer Service Module

- Zendesk also allows for Bytemark and it's client to work seamlessly in supporting the consumer by creating a lot of flexibility around support ticket management.
- On-going monitoring of app store reviews, integration of social media mentions to review feedback on social media platforms.
- In-app customer service feedback and communications options.
- Open discussion board integration allowing for ongoing customer feedback and dialogue.







Reporting Engine

Our online web-app provides tools for generating various ticket purchase and usage reports. All of these reports can be viewed in the browser as paginated tables or exported to a CSV file. A purchased tickets report includes information about any and all tickets that have been purchased through the online web portal. The report can be filtered by purchase date (ranged), activation date (ranged), route, origin, destination, ticket type, agency, purchase method, and whether the ticket is used or unused. The report includes the customer name, purchase date, activation date, expiration date, fare, origin, destination, ticket type, route and agency.

All ticketing transactions made through the Bytemark gateway can be tracked in the back office. The transaction report can be filtered by card type, ticket information (including route, origin, destination, and agency), and the transaction date. The resulting report contains data on the customer name, purchase date, card type, number of tickets purchased, and ticket information (route, origin, destination, and agency). A detailed view in the web-app will display information individualized for each ticket purchased. This includes the ticket type, which lists passenger type information, and the cost of each ticket.

A summary gives an overview of all purchases made for each trip in the transit system. This report can be filtered for a date range and specific agency. The result shows the number of tickets purchased and the



total revenue made for each individual ticket type on every trip in the system. It also includes totals for the value of all tickets purchased or credited, the total value of all tickets currently held by users and the revenue that earned over the date range.

Finally, customer account information and application usage is available in the back office. Every customer account can be viewed and searched for in the customers tab. A details screen shows ticket use history, ticket stock and purchase history for the user. Using the third-party analytics tool, Flurry, the back office can generate reports for the total number of users who have accessed the application, the total number of new users over a date range and the device, operating system, and app version number the customer is using.

The transaction, purchased tickets, and summary reports can all be exported to CSV files. These files are formatted for use with ACS accounting tools that many transit organizations use. CSV files can be customized to match CityWide's requirements.

See Appendix B - Sample Reports.

3rd Party Developers

Bytemark provides APIs for both ticketing and transactions. Together these features give a 3rd-party full control over ticket use and ticket purchasing.

In order to maintain higher levels of security Bytemark has implemented Oauth2 user authentication to use with Bytemark APIs. A 3rd-party user can sign up for a Bytemark account with one-click when they are logged into the 3rd-party application. When the account is created, or matched to an existing account on Bytemark's servers, the 3rd-party server will receive an access-token to authenticate the user in the future.

The Bytemark Transactions API allows server-side applications to securely store credit cards for individual users and to process authorizations (sale, preauthorization, refund, and credit) on credit cards. Each server-side application will require an ID and token, provided by Bytemark, to ensure only approved applications can access user transaction information. Credit card information is stored securely on Bytemark's PCI compliant servers and each credit card is given an ID as well to ensure the card information does not need to be passed between servers once it is saved.

This API allows the 3rd-party application to list and manage user credit cards on the users' Bytemark account. These cards can be used for pre-authorization and pre-authorization capture to complete the payment, charge a payment to a card, and refund a payment made with a card. Once a purchase is successful a ticket can be credited to the account.

When crediting a ticket to a Bytemark account the API requires an access token to be sent with the ticket information in the API. When this occurs the ticket will be credited to the account on Bytemark's servers where it can be accessed at a later point. The API also allows 3rd-party applications to list tickets currently available on the user account. These tickets can be activated through the API if the user is logged in with their Bytemark account, or the 3rd-party server passes the user's access token. Ticket purchasing and use can be handled even in cases when the purchase is made without using the Bytemark API. In this case, the 3rd-party server will skip any transaction service calls and strictly use the API to credit a ticket to an account after a purchase is made.



API Documentation

API documentation is available to trusted partners to extend the Platform. API endpoints are available for nearly all modules and functions on the Bytemark platform. Bytemark has extensive experience in integrating with 3rd party systems as diverse as movie ticketing and inventory management systems.

Sample APIs include:

API	Usage
Bytemark Overture	Primary API for user accounts and authentication using the OAuth 2.0 protocol
Cross-linked Account	Integration with 3 rd Party Identity Management Systems
Whitelist Synchronization	Synchronization of valid ticket lists to Bytemark and 3 rd Party Validation devices
Token Validation	Validates Bytemark issued passes
Customer Web Services	
Cards	Create and list payment cards on customer's account
Orders	Create and Manage Orders
Products	List available products
Venues	List origin and destinations of a location
Merchant Web Services	
Notification Actions	Create and manage notifications
Notification Blasts	
Notifications	
Products	Create products and manage products



Hosting Infrastructure & Approach

Bytemark operates entirely on a cloud model to allow for greater reliability and scaling. Site hosting is provided via Amazon Web Services (AWS), taking advantage of their storage network, load balancers, and server infrastructure that is unmatched in the industry. AWS has several data centers around the world and provides for geographic redundancy in case of a major event. A high level system diagram has been provided as Exhibit 4.

Scalability & Fault Tolerance

As demonstrated by our experience with Hurricane Sandy (nearly 500% increase in users of NY Waterway app in the matter of one week) our platform was designed for massive scalability. AWS provides us with the unprecedented toolbox to provide scalability not only locally but also globally through Amazon's network operations centers spread around the world. Scaling procedures and network architecture is reviewed bi-monthly to identify performance bottlenecks and to ensure that load is being distributed effectively.

A key component of the AWS platforms that we utilize are load balancers. Load balancers can automatically distribute incoming traffic across our multiple API pool of server instances. They scale automatically to provide the amount of load balancing capacity needed in response to the actual incoming app traffic. Load balancers also provide fault tolerance by automatically rerouting traffic away from unhealthy server instances in the event of software instability or issues on the underlying hardware. The load balancers will restore traffic back to those instances automatically when they come back online. Multiple API instances can be allocated based on the amount of incoming traffic as well.

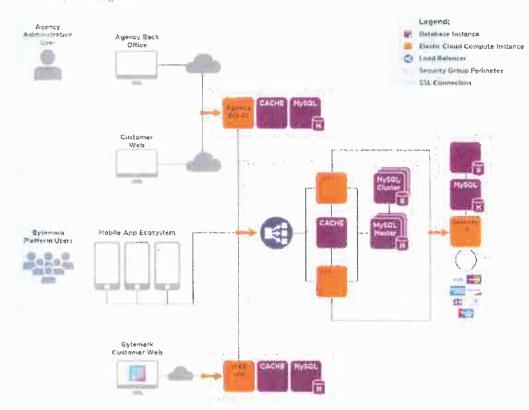
Database Management

Bytemark's platform utilizes redundant databases, which are self-replicating to ensure no loss of data or availability. The backend utilizes MySQL clusters that automatically replicate and shared data across multiple high performance servers in different availability Amazon zones. Each node alone can handle thousand of transactions a second, and performance can increase linearly with the addition of new cluster nodes. In the event of one or more database node failures, data will still be accessible and overall service will not be lost. Failover procedures have no down time and can be performed seamlessly. Data is also backed up to an offsite secure location as an additional redundancy measure. Scaling procedures and network architecture is reviewed bi-monthly to identify performance bottlenecks and ensure that load is being distributed effectively.

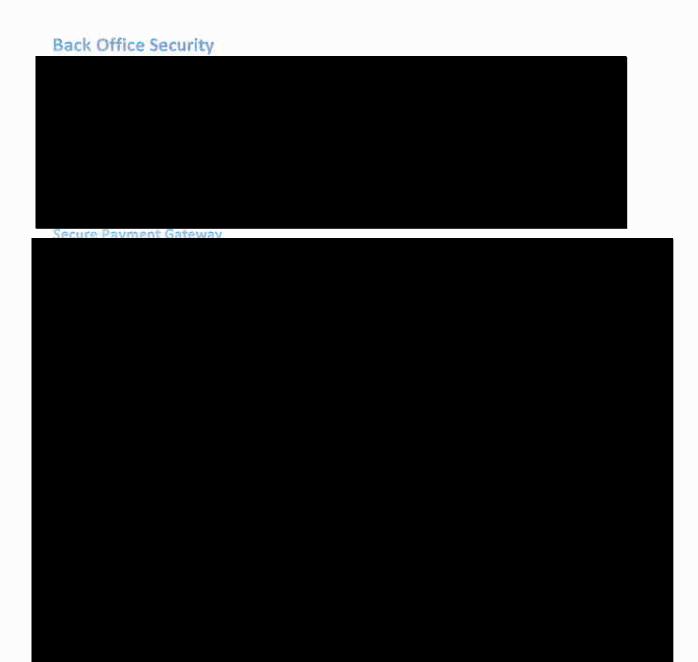
All user information is stored in the cloud as well. User data is in a MySQL cluster with a Tungsten replicator to ensure that user data is available and backed up at all times. A user can switch devices or delete and re-download the app at anytime and their account will be restored upon login. The same principle extends to application updates, they will not interfere with the account or any past purchases.



Exhibit 4 - Hosted System Diagram









Regular Security Systems Tests and Processes Internal Security Monitoring Network Security We seek to protect all data in transit and at rest.	PC	I Level 1 Security	
Regular Security Systems Tests and Processes Internal Security Monitoring Network Security			
Regular Security Systems Tests and Processes Internal Security Monitoring Network Security			
Internal Security Monitoring Network Security	En	curity Matric's automal audite include:	
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We seek to protect all data in transit and at rest.			
	W	e seek to protect all data in transit and at rest.	



At Rest:

- All cardholder data is stored encrypted using a combination of RSA asymmetric keys and military-grade AES encryption.
- Keys are uniquely generated for each card to minimize fallout to individual user accounts from any data compromise. Access to keys is highly restricted to authorized individuals.
- CVVs, full magstripe and proximity data are never stored.
- Cards that expire are removed from our system after 30 days.
- Personally Identifiable Information may also be encrypted using the same encryption algorithms as the cardholder data.
- Passwords are stored utilizing a salted, one-way, hashing algorithm. Password hashing (when
 creating or validating a password) is utilizes key-stretching algorithms to mitigate against bruteforce de-hashing in the event of a breach.

In Transit:

- We utilize secure socket layer (SSL) and TLS 1.2 to transmit all data within and outside of our system.
- SSL and TLS 1.2 utilizes the strongest encryption methods that are available and supported, and is not vulnerable to known attacks such as Heartbleed, BEAST, and hash collision vectors.
- Data within the network is not only encrypted with SSL and TLS, but VPN TLS encryption is also used to wrap requests.



Implementation Approach

The Bytemark Platform was designed to be modular and extendable to stand as the foundation for continuous improvements over the years.

Startup & Project Kickoff

Prior to an onsite kickoff meeting, Bytemark will send CityWide an onboarding document to aid in jumpstarting the project. The onboarding document is meant to gather basic information that will be discussed during an initial onsite assessment. Key members of the Bytemark staff shall kickoff the project by meeting with CityWide's key stakeholders. The focus of this meeting will be to review the scope of the project as well as to provide Bytemark with the agency's long-term vision and goals. We will review the onboarding document and complete any outstanding items with the appropriate agency departments. A successful project kickoff is one of the most vital stages of the project and it is important all stakeholders are available and participate.

Bytemark and CityWide will also go through a fit-gap analysis to determine where CityWide's business requirements align with the existing functionality of the Bytemark Platform. The RFP scope and the compliance matrix shall serve as the basis of the fit-gap review to determine what components to be customized to meet CityWide's needs. Efforts will be made to make alternative recommendations where necessary to meet business requirements utilizing existing functionality or features.

The onboarding phase will then commence including system setup and mobile app development per the specifications agreed upon in the kickoff and onsite meetings. Products and fare tables will be configured and GTFS will be imported. If any errors are found in the GTFS data we will provide feedback to the agency for your staff to correct it. If assistance is needed to remedy, our GTFS experts are available on an hourly basis. The development cycle will continue based on the agreed upon schedule.

The implementation phase will establish the foundation for the following development cycles. We will deploy a modular system for CityWide so as to easily add functionality in future phases. Throughout the project, Bytemark will gather feedback from all stakeholders to refine the implementation plan.



Bytemark, Inc Sample Mobile App





Sample Mobile App

being proposed provides Eticketing with features to enhance everyday transit usage our numerous transit clients. The next generation of the Bytemark ticketing platform The Bytemark mobile ticketing app is the culmination of real world experience with and make the app more refined and efficient. User feedback and in-app analytics were collected over the past two years and heavily influenced the next generation design to meet the usage and needs of everyday commuters.

Eticketing App presents information that is relevant to the user directly on the home screen as shown in Exhibit 1. We call these blocks of data "smart tiles" and each is updated with information based on the user's history, favorite route, and current Instead of a menu of options leading to additional information, the proposed location to find stops near the user.

Subsequent uses of the app yield quicker access to previously purchased tickets, schedules, history, etc. The interface provides the user with the ability to activate their most recently purchased tickets directly from the home screen.



Exhibit 1- Home Screen

Exhibit 2: Sample Tiles	Description and Location on Home Screen
Active Ticked	Active Ticket This tile shows the currently active pass/passes. Behavior: When it is clicked on, it will "reactivate" and bring up the V3/QR representation of the ticket. Location: 1st Tile.
Available Tickets	Available Pass This tile shows the most recently purchased available pass. Behavior: When it is clicked on, it directs to the use tickets screen with the ticket already in the activation queue. Location: 1st Tile if no Active Ticket.
Buy Tickets	Buy Tickets (With Previous Purchase History) This tile invites the user to jump directly to buying tickets. Location: 1st Tile if no Active Ticket and No Available Ticket.
Trip (Province)	Trip Planner w/ saved itinerary This tile is a bookmark to a saved itinerary.Behavior: When clicked on, this opens a URL in web view for a saved itinerary Location: 2nd Priority Tile.
Sectional Section (1997)	Schedules This tile is a quick link to schedules, it can be integrated into the agency's mobile site to show a user's selected favorite stop. Location: 3rd Priority Tile
Route Mags	Route Maps Links to system maps experience, also displays the closest stop to the user. Location: 4th Priority Tile
Secretification	Loyalty/Offer This tile shows an offer targeted to the client/device/user. Can include a logo of partner. Location: 5th Priority Tite
HILL STREET, SAN THE STREET, S	Event (tourism, retail, etc) Displays the closest participating partner event to the user. When it is clicked on, it will direct the user to the buy tickets process with the attributes pre-filled for quick repurchase. Location: 6th Priority Tile
A Latest Advisory	Notification Displays the most important unread notification. Location: 7th Priority Tile



App Functionality

is stored on the cloud to protect a customer's information in case of a lost or stolen phone, alleviating an otherwise time consuming Upon launching the Eticketing App, the customer has access to trip planning, schedules and additional information sections of the account has shown to reduce the number of chargebacks and to increase security on the system. In addition, account information app. In order to ensure secure practices and improved customer service, Bytemark requires users to establish an account prior to purchasing a ticket. User data is invaluable to transit agencies for communication and marketing purposes. Requiring a user matter for customer service.

needs to remember. If a new account is created, it is brief, as shown in Exhibit 3 only the following is the app, or they can login with their existing Facebook or Google accounts. This greatly reduces the Account creation can be completed in one of two ways, the user can create a new account within time required to setup an account and it is one less set of user name and password the customer required:

- Email Address
- Fuil Name
- Phone (Optional) က်
- Password





Ticket Purchase

A user can purchase individual passes or add multiple fare products to their shopping cart. Once a customer enters a credit card it can be saved with a nickname such as "My Debit Card" or "Work AMEX" for easy reference for the user.



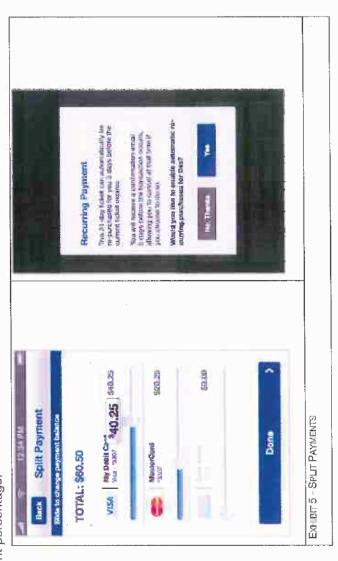
There are several paths for being able to purchase tickets within the app:

- Repeat riders can use the smart tiles to repurchase tickets that have recently been depleted or from favorite routes.
 - Repeat purchases can be made with recurring transactions.
- Directly from schedules
- Split Payments. If multiple credit cards are on the user's account, they can split the payment as needed. **-** 6.6.4.



Split payments are ideal for employer benefits that do not entirely cover the cost of a monthly ticket

- Touch slider to adjust balances. As slide moves, balance is re-distributed to other cards.
- If a rider does not want to include a card in the balance, zeroing it out will gray it out so it is not included in auto-distribution.
 - Split payments can also be saved for future purchases to allow for future monthly tickets to be purchased using the same split payment percentage.





Ticket Options

The Bytemark mobile ticketing solution was created to be flexible to meet the needs of various transit use cases. The tickets, as shown in the example in Exhibit 6, are designed for quick visual validation and upon tap - a scannable barcode for inspection checks or to board vehicles with electronic validators. NFC is supported for equipped Android 4.4+ devices. The visually verifiable designs provide easily identifiable ticket information and security features and special attention is paid to the large range of environmental lighting that may be experienced. These same visually verifiable tickets were designed for use on the New York Waterway ferries to provide robust security features for hundreds of riders during the onboarding process in only a few short minutes. This allows for quick verification on par with paper tickets while adding the mobile convenience for riders and additional security for the agency.

Each visually verified ticket has several animated areas and can incorporate branding and watermarks reflective of the agency's branding, event details, or the geographic area as well as licenses professional logos. All color schemes and graphics can be controlled by the agency in the mobile ticket back office.



1 ADULT

H

TICKET DISPLAY ON TAP

06/02/2015 1:30PM



TICKET WITH QR EXPANDED



NFC TICKET VALIDATION

EXHIBIT 6 - V3 TICKET

INITIAL TECKET DISPLAY



V3 Tickets

several security/validation features included in the tickets to ensure that only valid tickets are accepted. Initially when a ticket is activated, secondary color every time the phone's screen is tapped. In a dual system employing visual as well as electronic validation, the secondary color screen would also contain a QR code for scanning. Two areas of the phone can be tapped to change the background colors, it is up to with a different color scheme. In addition to these features, each ticket is animated with a background image that continuously traverses across the phone's screen in a unique direction. These features allow a conductor to verify the validity of a ticket as quickly as possible. Bytemark's Visually Validated Virtual (V3) Tickets are patented technology that utilizes unique security elements. The application uses the agency if they wish to utilize this secondary color area. Examples include designating discount fare products in the secondary area the device's screen to show a ticket with the basic ticket information a fare inspector would need to admit the ticket holder. There are it starts out with a default background color. Once it is tapped, this color will change and the ticket will flip between the default and

check. The colors, animation direction and the image used in the animation can all be set by Capital Metro to help prevent a programmer background color will change. This level of interactivity prevents videos of tickets, complete with animations, from passing a validation 13 tickets' animated elements render picture duplicates of a ticket useless. When the user taps or swipes the device screen the ticket from programmatically faking a ticket. In use since January 2012 with the New York Waterway, we are pleased to have sold over 3 million V3 tickets with little incidence of even attempted fraud.



Traveling Together

party. This provides the agency with the ability to accept mobile tickets at a faster pace than physical tickets by validating multiple For a group or for a family that is traveling with children, the Eticketing App can display all the tickets on one ticket for the entire tickets in one scan or from one visually verified ticket.



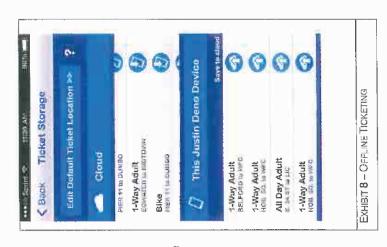
Confidential



Offline Ticketing

mobile app back office and download any changes on the account so the Eticketing App The Eticketing App offers fully functional offline tickets to help transit agencies deal with issues of limited connectivity. When a ticket is purchased on the mobile application the connection and mitigates the issue of delaying boarding or inspection as the Consumer encrypted and tokenized ticket information is stored on the device for offline retrieval. waits for a connection. When the device regains connectivity it will sync up with the This allows the Eticketing App to display the visual and barcode tickets without a has the most current information.

phones or reinstalling the application hassle free for the user and ensures their tickets are Users can elect to store passes on their device or in the cloud. This makes switching available the next time they log in.





Ticket History

For customer's records, reference and quick reordering of past trips, a full history can be displayed in the Eticketing App and also made accessible via the web portal. Exhibit 9 shows the last four purchases with the ability to load more transactions. The customer can tap any entry to view the complete record for the transaction or to quickly repeat the purchase.



EXHIBIT -9 - PURCHASE HISTORY



Self-Help Mechanisms

The Eticketing App can include an array of self-help and feedback mechanisms. The Settings menu includes easy access to Feedback forms (Exhibit 10), which can be configured to map to existing CRM or help desk applications.

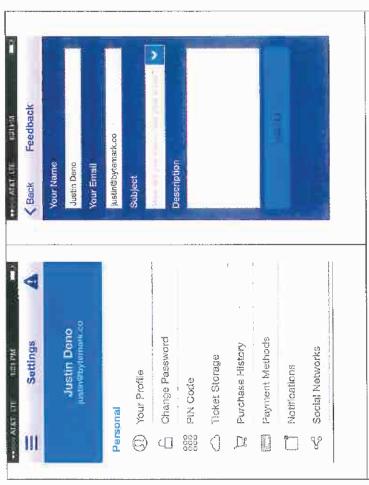


Exhibit 10 - Settings & Feedback Form



Trip Planning

Bytemark's experience with New York Waterway has shown that customers initially download and use the travel features of the app for several days before making their first ticket purchase. Integrated web views can take advantage of existing mobile sites. We can We view the comprehensive travel features of an Eticketing App as vital to the core functionality of any mobile ticketing solution. provide APIs to the agency to enhance the mobile websites to make integration to the Eticketing App more seamless. Examples include bookmarking favorite routes that would appear on the home screen as a smart tile, which is displayed in Exhibit 11. Alternatively, Bytemark can provide the trip planning directly.





Overview of Customer App Experience

cloud to protect a customer's information in case of a lost or stolen phone, alleviating an otherwise time consuming matter for customer Customers purchase and manage their tickets through a web interface or directly on their personal mobile device. Upon launching the app, the customer has access to trip planning, schedules and additional information sections of the app. Requiring a user account has shown to reduce the number of chargebacks and to increase security on the system. In addition, account information is stored on the

- Users will launch the website or application.
- Interface will present options such as route maps and scheduling.
- . User can either browse schedules or proceed directly to buy tickets.
- Upon finding the desired route, the customer has the ability to choose available ticketing options such as Senior, Child, Weekend, Single, 10-ride, or Monthly as defined by the ticketing administrator. 4,
- Once ticketing type is selected, if not previously logged-in, customer will be presented with the option to login to their account, or prompted to sign-up for an account if they are not already registered. For ease of use, a user can sign-in with their existing Facebook account. Default collected information to sign-up includes:
- Email address
- b. Full Name
- c. Phone (optional)
- d. Password
- processing, the customer also has the ability to "nickname" their payment to make it easier to recognize in a list if they choose to The customer is then presented with payment options. If no payment information is stored, the customer is asked to enter the requisite information for their desired payment option. Along with the typical required information for credit and debit card add more than just one. e.g. 'Work Amex' or 'AAdvantage Miles Card' 6.
- will accept credit and debit cards supported by Visa, MasterCard, American Express and Discover as well as direct debit payments default card is set to the last successfully used card. The option to add another payment method is also available. The application If a credit or debit card has already been entered the customer chooses their desired card and the transaction is processed. A made from a checking account. Γ.



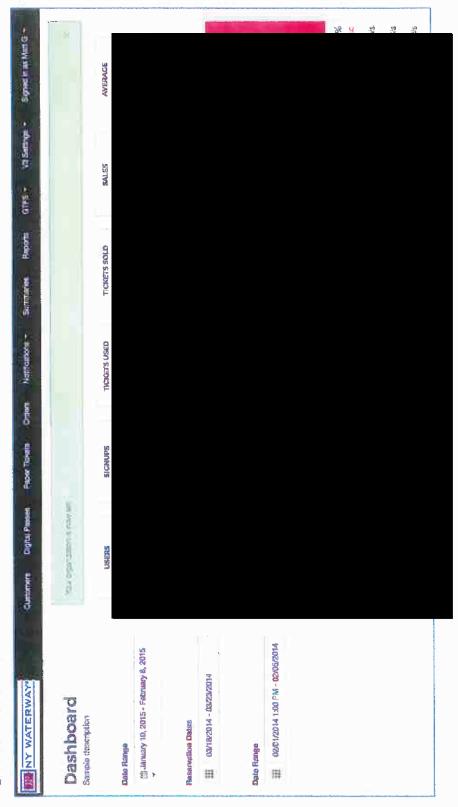
- Customer may choose to use one or multiple payment methods to complete a transaction. For example, if a pre-tax payment card is available but the user has not accumulated enough credit, then they may choose to split the payment with a personal credit or ď
- Once tickets are purchased, they are made available in the 'Use Tickets' section of the mobile App. A user can purchase and have any number of tickets ready for their next trip at their convenience.
- 10. To activate a ticket, the user selects the appropriate fare product to activate as well as quantity.
- 11. The user receives a message indicating how long the ticket will be active for as well as any other information the agency deems relevant at activation.
 - 12. Depending on the fare product activated, the default ticket type will appear on the device.
- The fare inspector will visually inspect the ticket and may ask the user to tap the screen to validate.
 - b. Upon tap, the background color will update showing to be a valid ticket.
- 13. Throughout their trip, the rider can pull up any active tickets for fare inspection or transfers if applicable. Tickets will expire at a time designated by the agency. After the activation period is expired the ticket is automatically removed from the users account.
 - 14. Monthly or weekly passes are activated in a similar manner each day, however the ticket is not deducted from their account until the month or week is over.





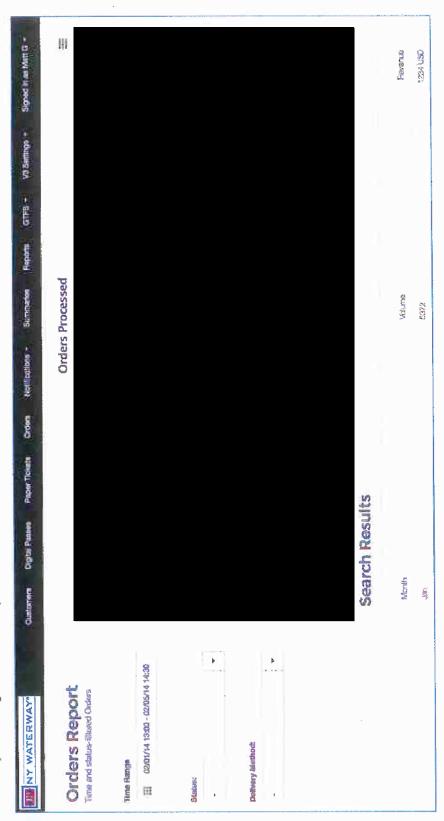
Bytemark Merchant Back Office

Operator Dashboard



Orders Report

Search by time range, ticket delivery method and status of the order.



Searchable Passes

Passes are fully searchable by route, purchase date, activation date, used or unused, and specific pass types. All reports can be exported to a CSV spreadsheet.



Example of Passes Filtered by Date Range

Granular display of unique pass #, customer name, pass type, route information, use status of pass, specifies single or multi-use passes, activation time, pass expiration, purchase time, price of fare, card type.

Tasses										
Parchenned Date:	2015	2015-08-01 23:00 -06:00	2015-03-05 25:00 -06:00	First Activation Date:	n Claint,	Flogs		D.		
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Filtre Rosat	Desminad S	proximinat	Attributes Tono Status University	Uses Plat Activation	Etralevition	Purchanod	Palce Gard	Order	Erventory Status	
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7587-0811-3166-	Add rot	Premium 7-Day	DISTAL PASS USABLE :	CONSYROTS C242 AM	03/12/2015 12:00 AM -0500	03/05/2015 02/41 AM -0500	\$13,50 Visa	C&10007440-	RECEIVED	Spoil
7456-4895-3555-	Add ret	Local 31- Day Pass	CHESTAL PASS USABLE 1	G3/05/2015 G2:41 AM -0800	OMERZONS 12:00 AM	00/05/2015 02:39 AM -05:00	\$4126 Vins	CM0007438-	RECEIVED	Spor
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Sales Summary

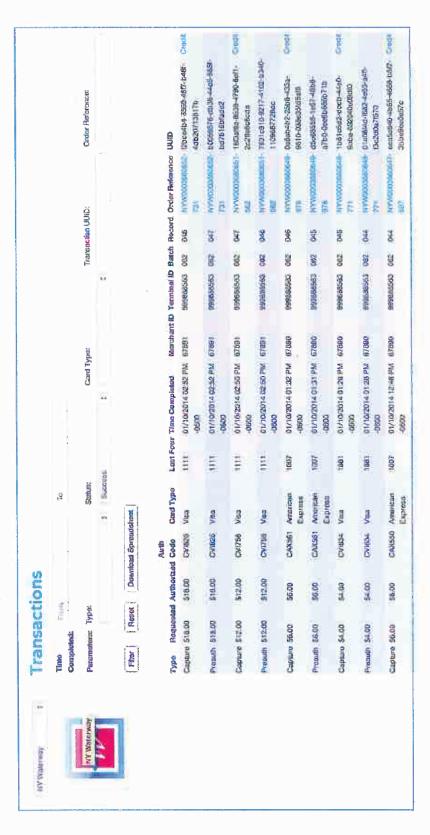
Example of a weekly reconciliation report.

Product Sales Summaries

			OVERTIES	00		dr.														
			Total Revenue	\$53,268,00	\$24.00	\$560,00	\$2.00	\$15.00	\$6.00	\$3,00	87.00	\$30,00	38.00	\$11,00	\$60.00	\$12,00				
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			Group	H	뜶	Œ	69	E	Œ	H	Œ I	Ŧ	Œ	Ħ	Œ	臣				
			Organization	Billy Boy Forry Company	Billy Boy Ferry Cempany	Billy Boy Ferry Company	Billy Boy Ferry Company	Billy Bay Forry Company	Billy Bey Ferry Company	Billy Bey Ferry Company	Billy Bey Ferry Company	Billy Bey Ferry Company	Billy Boy Ferry Company.	Billy Bey Forry Company	Billy Bey Ferry Company	Billy Bey Ferry Company				
	2014-01-08 00:00		Product	1-Way	All Dey	Monthly	Billian	All Day+ Blko	1-Way	1-Way Child (6-11)	1-Way	1-Way	1-Way Child (6-11)	1-Way Senior	10-Trip	Elbo				
Product Sales Summanies	Date: 2014-01-01 00:00	Filter Rosot Downtoad Sproadshoot	Evenit	East River Fatry	East flivor Forry	East, Rivor Forry	Epst Rhor Forry	Enst Rhor Forry	Hobotan / NJ Transit Torminal and World Financial Conter	Hoboken / NJ Transit Torminal and World Financial Contor	Haboten / NJ Transit Terminal and Pler 11 / Wall St.	Paulus Hook and World Financial Center	Paulas Mook and World Financial Center	Paulus Hook and World Financial Center	Paulus Hook and World Financial Contor	Paulus Hook and Warld Financial Conter	Total Number Purchased Passes:	Total Value Purchased Passes:	Total Number Credited Passes:	Total Value Credited Passes:

Transactions Report

Transaction reports display the full purchase details. Filter by date range, card types, capture or preauth, order reference, transaction unid, and other custom paramaters.



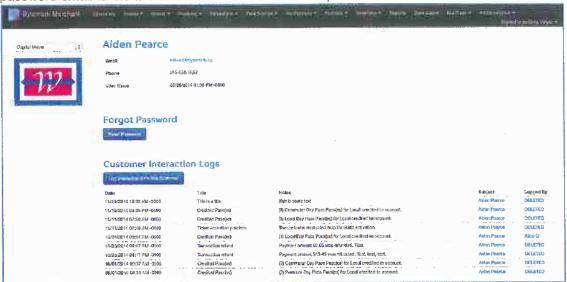
Pass Report for a Specific Route

Granular report for passes based on specific route. Includes unique pass #, pass type, status of pass, activation, date of purchase, cost of fare, type of card used to purchase, link to unique order page of each pass.

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Customer Management

View a complete history of a customer including devices on their account, passes, orders, and transactions. Customer service agents may log an interaction with a customer, send a reset password email to the account holder and refund full or partial orders.



View Devices the user has on their account along with their Usable Passes.

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Unusable Passes are Recently Used Passes

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3693-5172-360-	Alden	Commuter 3 I-Day Pass		DISTRAL PASS				19/18/2014 12:00 A&	11/21/2014 10:50 AM			CM0009557-	REC
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View Complete Order & Transaction Details

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Order details contai	n full details on the passenger	Order details contain full details on the passenger as well as providing the ability to process a refund.
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Customer Name	Nick Ibm	
Phone		Shipping Address
Email	nick+taet1001@bytomark.co	125 test st
Sand Receipt Email		wile, NY 10001
		Billing Address
No.		NA
Payments		
Wan 1111	S34,00 Refund	

Total \$34.00

Pans Number - Status

Horn Status Futilities Fulfilles

Total Pice \$4,00 \$30,00

Unit Price \$4,00

Attributes CREENPT -- E. 34 ST

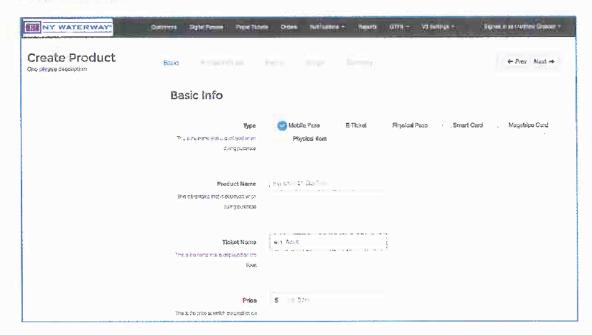
Fodox Priority Overnight Shipping Charge

Line Items

Product 1-Way

Product Wizard

Create Product



Set Activation Rules



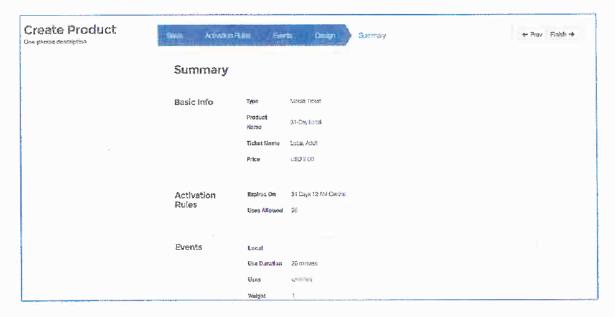
Associate Product Events such as Local, Express or Premium



Set Design Parameters

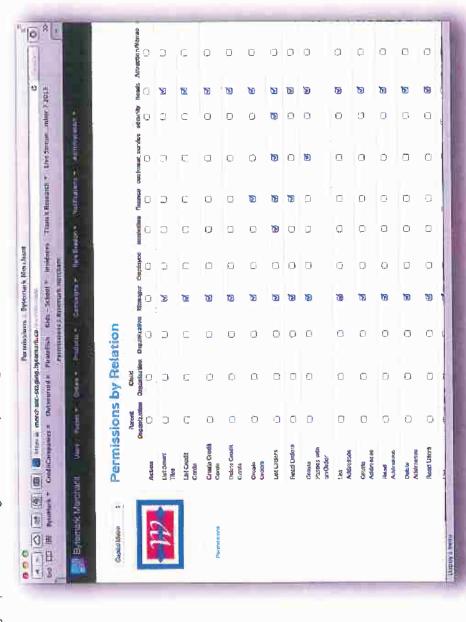


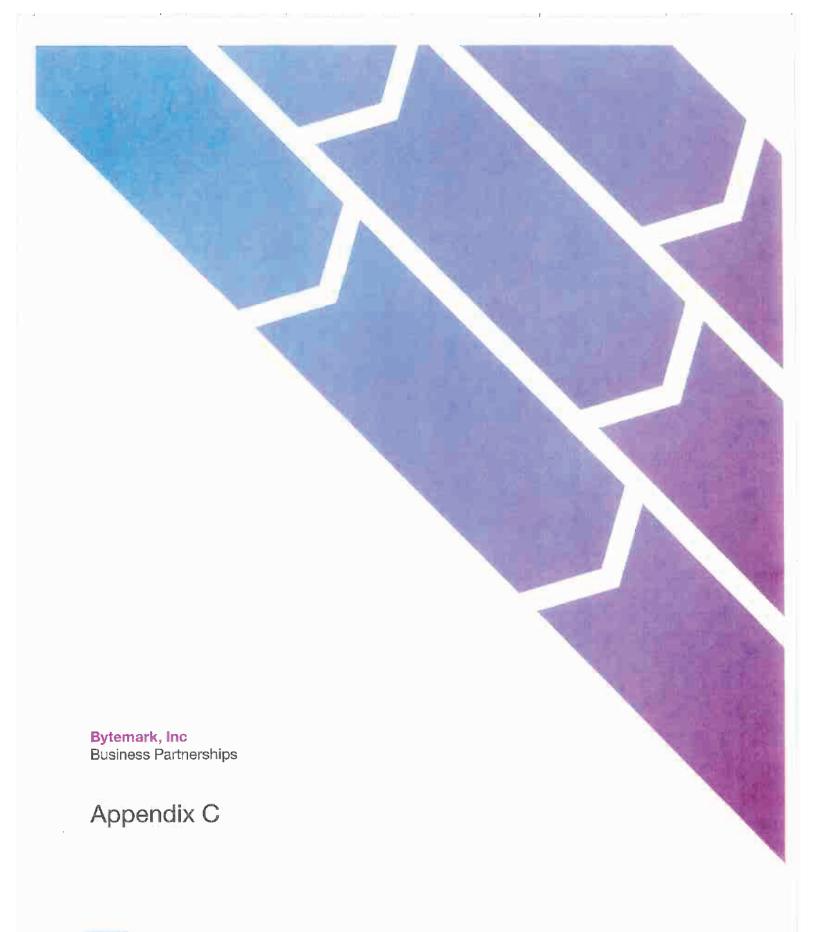
View Summary of New Product and Schedule for Publication



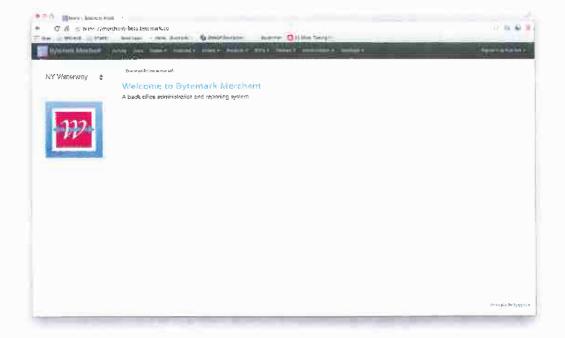
Admin Permissions

Multiple back office user accounts can be created for your organization and assigned group-based permissions. Custom permission groups can be configured to meet your organizational structure, such as Accounting and Customer Support.



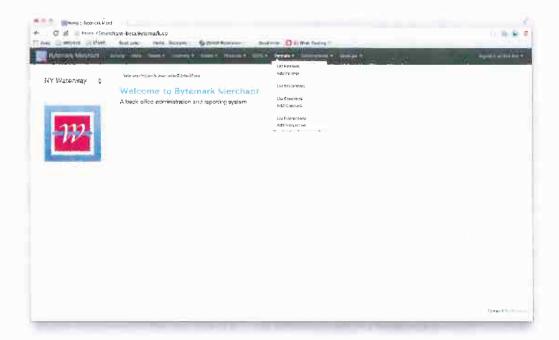






Bytemark Back Office User Lagged in



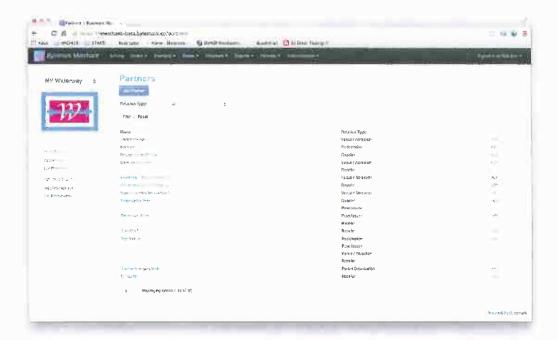


Bytemack Back Office

Partner Drop Down Medu

To start the process of creating a pertner organization, go to the Partner meou in back office.



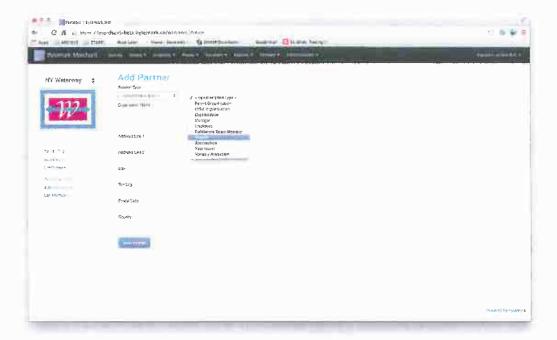


Bytomark Back Office

Patider List

From here, the transit agency can add he frief or gardzistions to set contract pricing for large motivate based on the ILA relationship.



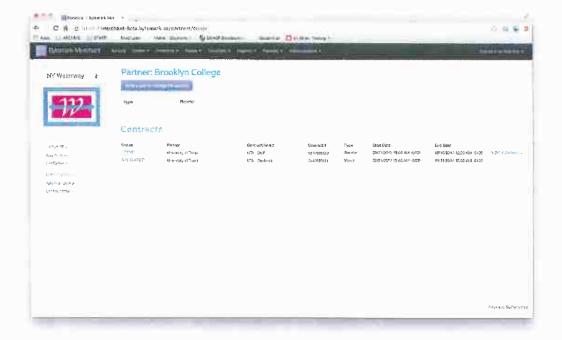


Bytenia rk Back Office

Add a Pretner

Change the relation type (drop-down menus expanded for reference) and H is the corresponding information for the pertain.

If the organization is soing to distribute tickets to their members, then they would be set up as a sexaller.

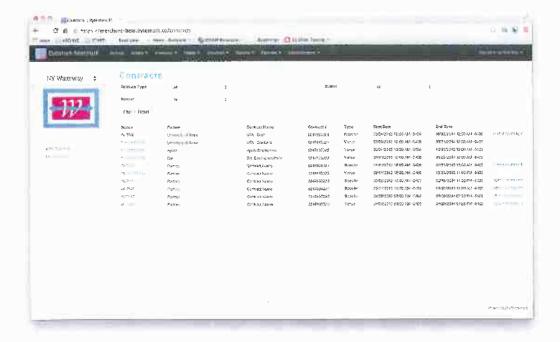


Bytemark Black Office

Partner Detail Screen

View the dietal's electric pathner, assign a user to be the administrator of that partner, as well as see all related contracts.





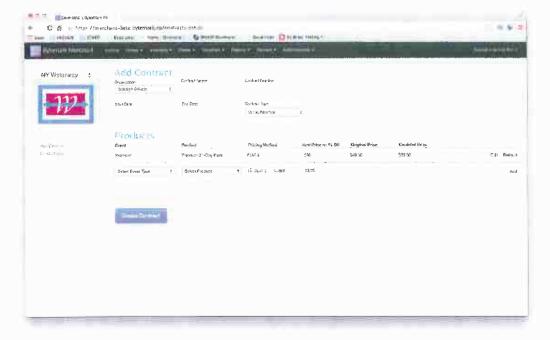
Bytemark Seck Office

Centracts ! st

After the partner is created in back office, then go to the contract screen to review coment contracts.

From here, the mansilingoisty can add a contract to define the custom pricing for farewish the partner we added on the provious screen.





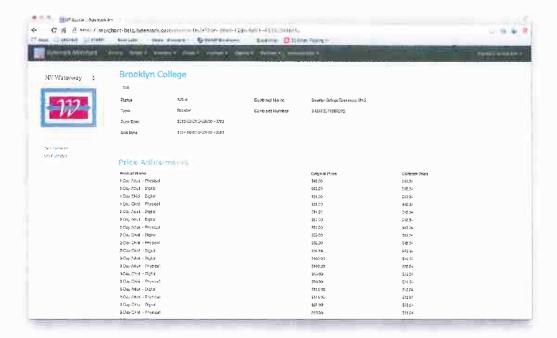
Dytemark Back Office

Add a Contract

Select in partner organization in the chooledown mean (fee diustration purposes, UT Austin) and set status, choose flat price or percentage disciplina, and then select whether they are a versieful microsopic or applies.

Then fill out the house for each fickel type (NOTE these projections on the three projections of the projections of





Bytemark Back Office

Contract Datail Screen

NY Walarway :



Bytemalik Back Office

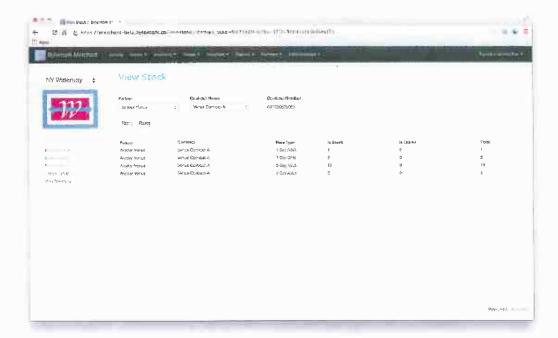
Regrest Stack

In order to share tickets with the partner organizations, the termit agency must first "create." Solicit shock to transfer within the system from the agency to the partner organization.

In order to do this, we go to the Request Stock screen depicted here. Choose a tided Type, sat a quantity and click resuest.

The amount needed will depend on the iLA and needs of the organization. For instance, we are creating 1000 7-Day tighets here.

This generates i000 individual listes with uniqua serial numbers in our system that are ready to transfer to a partner organization.



Bytemark Back Ottike

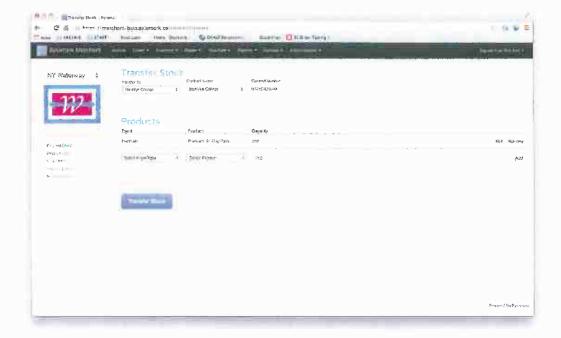
View Stock

The View Stack screen allows the admin user to see as the steet in the existent, both tickets that they have created and haven't been seeinged, as well as tickets that have been immediately to just a properly been immediately to just the properly allows.

A partner erganization that waits this screen would only be that to sen the stock thit) has been assigned to them.

Business Partnerships - Bytemark Merchant Back Office

Current Functionality/Wires



Bytemark Back Office

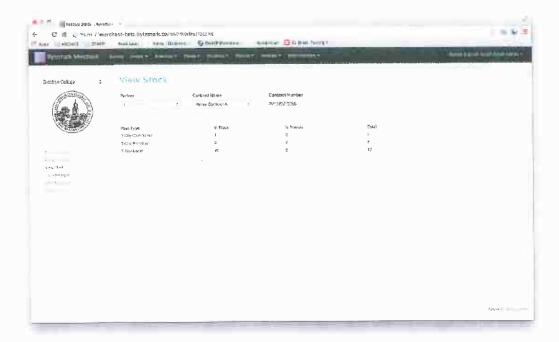
Transfer Stock

Once the tickets have finished being precised in the system (can take up to 30 minutes as it is a bedignound process) than the transitir agency centralister discise tickets to a partner.

You will receive a spreadsheet in your exact that contents the serial numbers for the fickets generalised.

Chapter the pertner that you would fine to transfer takets to in the drop clown mean. Then copy the first unique sonal number into the list cool number should field and the test senial number from the operadishest into the sessand input field.

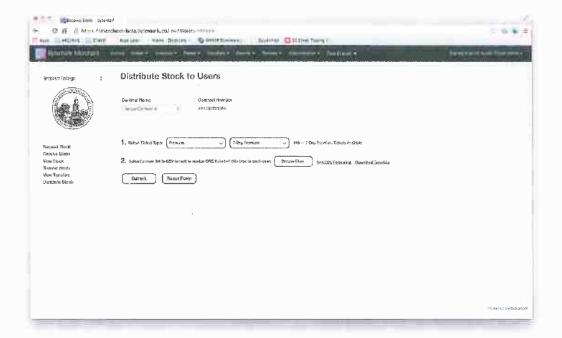
Circk Mark Transferred and the system will begin the process of moving those tighets late the partner specific process are processed.



Byromark Back Office

Partner Org: View Stock

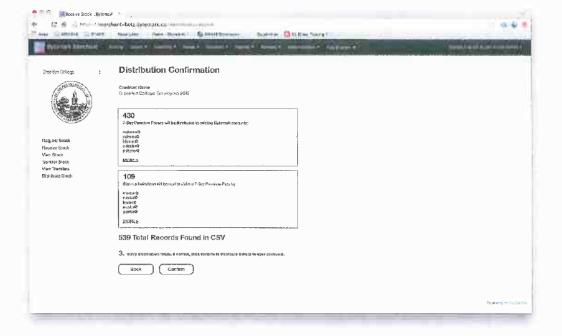
This screen shows the partner organization bow many tickets of each type thay have available to distribute to their students or constuects.



Bylemark Back Office

Partner Org; Distribute Stock to Users

This screen allows the partner user to select a ticket type and assign one of each to their user base, upleeded via spreadstact.

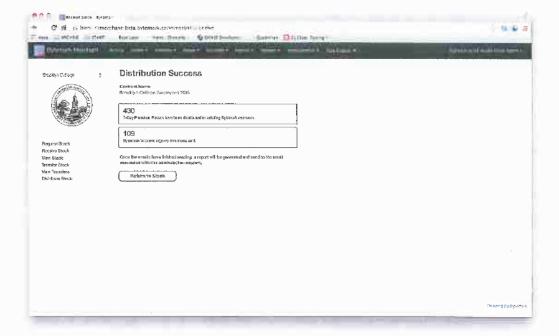


Bytansark Back Office

Particer Org: Distribute Costi mostion

This screen shows the results of the CSV upload, split out into existing dylement accounts and those empirement will be sent an account invite.

User confirms totals based on their spreadsheet and lives into dentition to start then afor process.



Bytemenk Back Ol/lice

Partner Organistribute Summary

This acreen confirms ticket distribution and invites, also ellows the User to outcompte the transitions as lone as the transition agency has subcompled a number of passes to be transitived with identical taking.





Journey Planner HAFAS White Paper

Version 2.0

Date 08 April 2015

Dr. Matthias Walter, Michael Frankenberg HaCon Ingenieurgesellschaft mbH Lister Straße 15 30163 Hannover Germany



Contents

1	Introduction	2
1.1	Architecture	2
1.2	The HAFAS Kernel and Data Model	3
1.3	Planned data	4
1.4	Real-Time Information	4
1.5	Maps and Network Plans	5
1.6	Tariffs and Fares	6
2	Package for New York Waterway	6
3	Journey Planner - base features	7
3.1	Base features	7
3.1.1	Base features HAFAS journey planner with planned data	
	HAFAS journey planner with planned data	7
3.1.1	HAFAS journey planner with planned data	7
3.1.1 3.1.2	HAFAS journey planner with planned data	7 7
3.1.1 3.1.2 3.1.3	HAFAS journey planner with planned data Journey planner from door to door Next departure view	7 7 10
3.1.1 3.1.2 3.1.3 3.1.4 3.1.5	HAFAS journey planner with planned data Journey planner from door to door Next departure view Integration of location data (OpenStreetmap addresses)	7 7 10 11
3.1.1 3.1.2 3.1.3 3.1.4 3.1.5 3.1.6	HAFAS journey planner with planned data Journey planner from door to door Next departure view Integration of location data (OpenStreetmap addresses) Integration of POIs Fare calculation	7 10 11 12
3.1.1 3.1.2 3.1.3 3.1.4	HAFAS journey planner with planned data Journey planner from door to door Next departure view	7 10 11 12 12
3.1.1 3.1.2 3.1.3 3.1.4 3.1.5 3.1.6	HAFAS journey planner with planned data Journey planner from door to door Next departure view Integration of location data (OpenStreetmap addresses) Integration of POIs Fare calculation	7 10 11 12 12
3.1.1 3.1.2 3.1.3 3.1.4 3.1.5 3.1.6 3.2 3.2.1	HAFAS journey planner with planned data Journey planner from door to door Next departure view Integration of location data (OpenStreetmap addresses) Integration of POIs Fare calculation Apps and Front end solutions iPhone App	7 10 12 12 12
3.1.1 3.1.2 3.1.3 3.1.4 3.1.5 3.1.6 3.2 3.2.1 3.2.2	HAFAS journey planner with planned data Journey planner from door to door Next departure view Integration of location data (OpenStreetmap addresses) Integration of POIs Fare calculation Apps and Front end solutions iPhone App Android App iPad App - Upgrade to Universal App	7 10 12 12 12 13
3.1.1 3.1.2 3.1.3 3.1.4 3.1.5 3.1.6 3.2 3.2.1 3.2.2 3.2.3	HAFAS journey planner with planned data. Journey planner from door to door. Next departure view	7 10 12 12 12 13



1 Introduction

The timetable information system HAFAS is used by transportation companies and networks all over the world. Every day, passengers in 25 countries place more than 90 million journey planner requests that facilitate the use of public transport. Various output channels are based on the HAFAS algorithm: journey planners for web and mobile devices, mobile apps (on- and offline) and printed timetables.

Combining different means of public and private transportation, HAFAS-based journey planners enable door-to-door navigation. In addition to buses, trains, trams, ferries and even planes, HAFAS takes into account car and bicycle rides as well as walking distances. Real-time data concerning delays, cancellations or reroutings are centrally integrated into HAFAS and immediately provided to the passengers.

1.1 Architecture

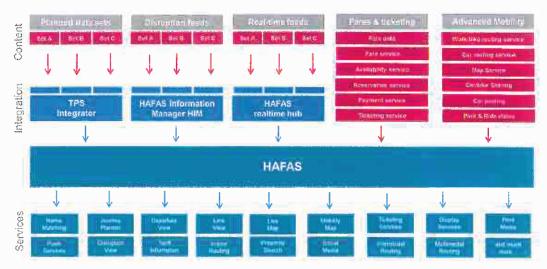
HAFAS can handle timetable content from three different modes:

- Planned data with the "published timetables"
- · Disruption data with feeds for disruption or service alerts
- Real-time data with feeds for delays, cancellations or detours

Furthermore services can be integrated for

- Fare information and ticketing
- Advanced Mobility Services like routing for walk, bike or car and car/bike sharing, car pooling our Park&Ride

The following screen shows the general service oriented architecture



Planned data will be converted from its different sources to the HAFAS data model that can be integrated with TPS integrator.



Disruption data can be edited by the web based HIM software or can be integrated as feeds from other sources.

Real-time feeds can be converted on the fly from different formats into the HAFAS real-time

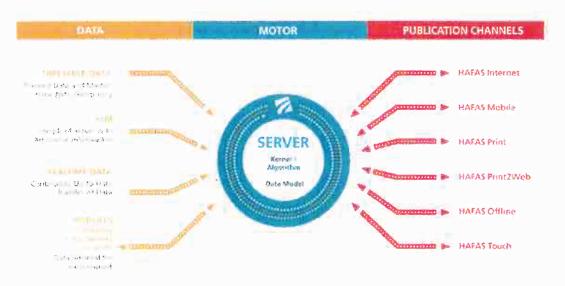
Based on HAFAS several services for several use cases are possible.

1.2 The HAFAS Kernel and Data Model

The well-informed customer finds his way and is more mobile today than ever before. The more data available, the better and – even more important – the more detailed is the information provided to the passengers.

Any data – timetable, geographical and real-time – can be fed into HAFAS and thus be used for journey planning and customer information. HAFAS provides door-to-door navigation that does not end at points in the network. As a matter of fact, passengers do not travel only from stop to stop, and their journeys will not always go according to plan.

The basis for all HAFAS services is the kernel algorithm and the comprehensive and well-documented HAFAS data model.



HAFAS TURNS DATA INTO INFORMATION

HAFAS offers the perfect functions for any request. Thanks to their modular structure, the services can be adapted to individual needs. Thus, customers receive exactly the solution that is tailored to their current situation.

From door-to-door information to departure boards and comparisons of different means of transport – HAFAS meets modern requirements and is continuously developed further. Our team always thinks outside the box in order to offer our customers innovative and successful solutions.

Version 2.0, 08 April 2015 3 / 13



1.3 Planned data

HAFAS can handle planned data from all planning systems. The HAFAS data model is generic and can handle all specialities of public transport. There are existing converters e.g. for the following planning systems or formats:

- Hastus
- Busformat (Danish format from Rejseplanen)
- CIF
- DAT (Swedish format from Samtrafiken)
- DIVA XML
- DIVA ASCII
- VDV 452
- EPON
- Eurostar-XML
- GTFS
- IFF
- Itrans
- LePilote
- DiscoverCity
- Qingdao
- ERN (Norwegian format from NRI)
- NSS
- OAG flight format
- Protim
- RailML
- SNCF format
- TransXChange
- Visum
- VoyagerPlan
- TPS
- SIDH-VSC
- ZTM

1.4 Real-Time Information

Passengers using HAFAS-based journey planners receive information on all relevant changes to their route and alternative connections as needed. Real-time data on delays or cancellations enable better planning before and during a trip. The advantage: the customer feels well informed, even if a connection is not operated as planned.

HAFAS handles a variety of real-time information:

- delays
- (partial) cancellations
- connection statuses
- discrepancies in service attributes
- changes of train numbers or categories
- track changes
- activation of optional trains



- spontaneously created trains
- route changes
- blocking of stops or sections
- planned delays (due to foreseen circumstances such as construction sites)
- disturbances
- capacities

Also, dynamic passenger information is required for a centralized connection management. By providing real-time information, HAFAS supports bus and train drivers of connecting lines, so that they may decide whether and for how long they should wait for their passengers from delayed feeder transport services.

HAFAS perfectly combines planned timetable data with real-time information based on a proven fuzzy logic. Whether computer-based train monitoring systems (VMS) with UIC, VDV (453/454) or SIRI interfaces or pure coordinates of running vehicles, HAFAS is always able to compare and link the actual with the planned data. Different algorithmic strategies process the data as required.

HaCon supports the following formats

- TROG (DSB)
- RIT (NS)
- Facilities
- RTTI (ATOC)
- SIRI
- HRX
- HRC
- HIM
- Smart ITCS
- VDV 453
- VDV 454
- LINK
- USE-IT
- RIS XML
- CUS
- UIC
- Pubtrans (Hogia)

1.5 Maps and Network Plans

Detailed maps provide accurate routing, regardless of whether the destination is a particular address or a point of interest (POI). Whether stops, lines, means of transport, routes, POIs, tariff zones, park&ride / bike&ride options or detailed pedestrian navigation – HAFAS is able to display all of this information on maps.

With live maps, passengers can even watch the current train traffic in real time. By clicking on any stop or station, a new window pops up displaying departures, arrivals, lines and more. If the user clicks on the icon of a vehicle, detailed information will be displayed: for the next stop as well as for the course of the line. Comfortable navigation within scalable maps guarantees an interactive experience.



HAFAS offers sophisticated interactive maps equipped with the latest features, thus making the connection search easy and convenient for the user. Passengers can decide on the results that should be displayed – and those they do not need for their journey.

HaCon customers can choose between the following options (among others):

- Triona Maps
- OpenStreetMap
- Google Maps
- Here Maps by Nokia
- · Bing Maps by Microsoft
- PTX xServer with Navteq, Teleatlas or local data

1.6 Tariffs and Fares

Comprehensive passenger information also includes ticket fares that should ideally be presented together with the timetable search results in the journey planner. HAFAS offers all relevant interfaces to call an external tariff calculation web service.

Additionally, the HAFAS Generic Tariff Module provides a solution to calculate fares directly in the HAFAS server and display them together with the timetable information. HaCon created the tariff module kernel to show the different tariff modules as uniform and standardized as possible. It consists of a data model and various algorithms that are combined for the calculation. The module can be customized and is deeply integrated into HAFAS.

HaCon has already implemented various tariff modules. Basis for implementation is a generic module collective core that covers the following points:

- Possibility to link the module to the timetable information
- Ability to request independently via XML interfaces
- Integrated routing combined with HAFAS (also without real content search)
- Consideration of zone models (zones, tariff groupings), distance models (tariff kilometres) and mixed forms
- High Performance
- Simple data supply
- Storage of different rates in a server and link possibility of different rates

2 Package for New York Waterway

The journey planner solution for New York Waterway covers:

- iPhone, Android and Windows Phone App with ferry optimised journey planning from/to-Manhattan
- Departure view
- Map with stops and ferry + ferry bus lines in the map
- Input by map
- Tariff information for ferry part and link into Bytemark



- integration of rss feed http://feeds.feedburner.com/nywaterway?format=xml and possibility to receive push notifications
- storing history and favorites within App

HAFAS in general can handle real-time information. Within the base package for New York Waterway real-time information is not covered.

3 Journey Planner - base features

3.1 Base features

3.1.1 HAFAS journey planner with planned data

The App consists of:

- · A journey planner from door to door
- · A departure view for the next departures or arrivals

3.1.2 Journey planner from door to door

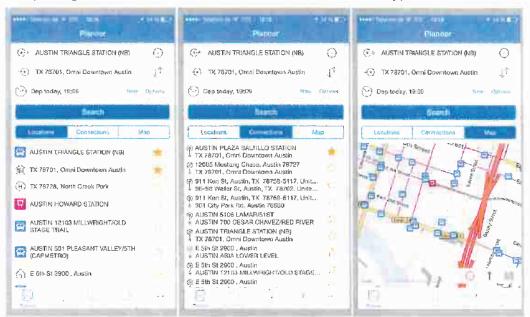
The journey planner consists of the following main base features:

 Fault tolerant name search with suggest mode (Typing "triann" gives a list of matching names for stops, addresses and POIs);



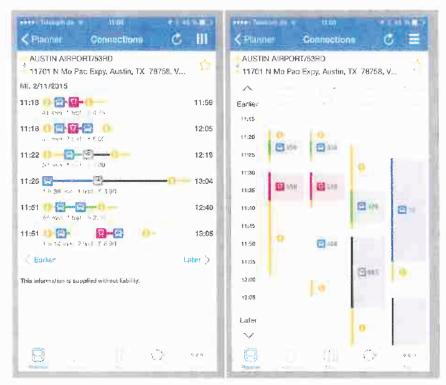


 Request page with integrated history and favourities for locations, journey and a map (clicking on the favourite star sorts a location or connection at top)



 Overview page of the different journeys in textual view or diagram view (can be changed by the user by clicking on the button on top right)





 Detailed description of the journey (screen below left) with in-between stops (screen below middle) and map (screen below right)





3.1.3 Next departure view

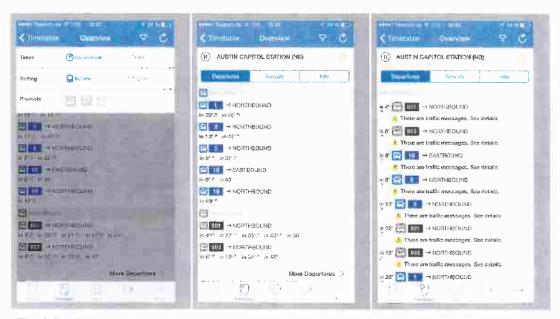
The next departure (or arrival) view shows the next departures (or arrivals) for a specific stop.

The departures can be shown

- Sorted by line or by time
- Times shown as countdown (in 2') or as planned time with delay (10:07+5) which means a delay of 5 minutes and an expected departure time of 10:07+5=10:12.

The following screens show:

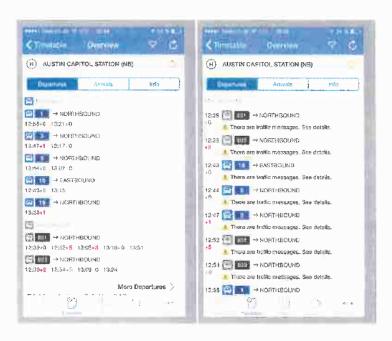
- The fine-tuning dialogue to set the mode of presentation (left)
- Departures sorted by line and times shown as count-down.
- Departures sorted by time and times shown as count-down.



The following screens show:

- Departures sorted by line and times shown as planned time + delay
- Departures sorted by time and times shown as planned time + delay





Furthermore by clicking on a line the detailed run of the route and a map can be shown:



3.1.4 Integration of location data (OpenStreetmap addresses)

Addresses can be used for typing in origin or destination. As a data base we can use different sources. OpenStreetMap is one source. Other sources can be checked.

Version 2.0, 08 April 2015 11 / 13

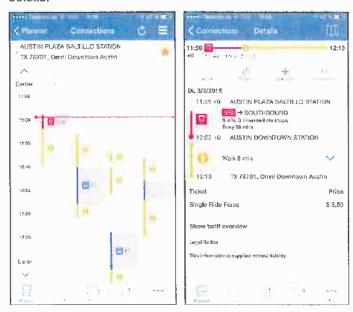


3.1.5 Integration of POIs

POIs can be integrated form OpenStreetmap or other sources.

3.1.6 Fare calculation

The calculation of fares for the New York Waterway ferries can be done within HAFAS. The fares can be shown on every journey. The following screen shows prices within overview and details:



3.2 Apps and Front end solutions

HAFAS solutions exist for the different front ends:

- Native Apps for iPhone and iPad
- Native Apps for Android Smartphones and Android Tablets
- Native App for Windows Phone

3.2.1 iPhone App

The iPhone App is a native App which covers an optimised client for iOS. The features are described above. A test version is available to download for testing.

3.2.2 Android App

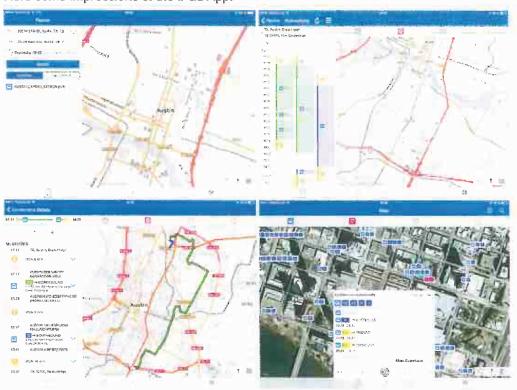
The Android App is a native App which covers an optimised client for Android. The features will be the same like the iPhone App.



3.2.3 iPad App - Upgrade to Universal App

The iPad enhancement offers a universal App which is running on the iPad in a Tablet mode where we use a split screen to show details and a map in parallel.

Here some impressions of the iPad App:



3.2.4 Android Tablet App - Upgrade to Universal App

The Android Tablet enhancement offers a universal App which is running on Android Tablets in a Tablet mode where we use a split screen to show details and a map in parallel.

3.2.5 Windows Phone App

The Windows Phone App is a native App which covers an optimised client for Windows Phone. The features are described above.

3.2.6 Integration of Ticketing

For an integrated user experience the HAFAS journey planner functionality can be embedded as a Library into Ticketing Apps or the Ticketing part can be integrated into HAFAS Apps.

Version 2.0 , 08 April 2015 13 / 13



APPENDIX SEVEN: Financial Statements

BILLYBEY FERRY COMPANY, LLC AND SUBSIDIARIES

CONSOLIDATED FINANCIAL STATEMENTS

DECEMBER 31, 2014 and 2013

BILLYBEY FERRY COMPANY, LLC AND SUBSIDIARIES

Table of Contents

December 31, 2014 and 2013

	Page	
Independent Auditor's Report		
Consolidated Financial Statements		
Balance Sheets	3	
Statements of Income and Members' Deficiency	4	
Statements of Cash Flows	5	
Notes to Consolidated Financial Statements	6-13	
Independent Auditors' Report on Title XI Reserve Fund		
Consolidated Supplementary Information		
Schedule of Financial Information	15	

HECHT AND COMPANY, P.C.

Certified Public Accountants

The Empire State Building 350 Fifth Avenue, 68th Floor New York, NY 10118-0110 (212) 819-8000 Fax: (212) 302-0973

INDEPENDENT AUDITOR'S REPORT

To the Members Billybey Ferry Company, LLC

We have audited the accompanying consolidated financial statements of Billybey Ferry Company, LLC and Subsidiaries, which comprise the consolidated balance sheets as of December 31, 2014 and 2013 and the related consolidated statements of income and member's deficiency and cash flows for the years then ended, and the related notes to the consolidated financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these consolidated financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these consolidated financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the consolidated financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the consolidated financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the consolidated financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the consolidated financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the consolidated financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

HECHT AND COMPANY, P.C.

Opinion

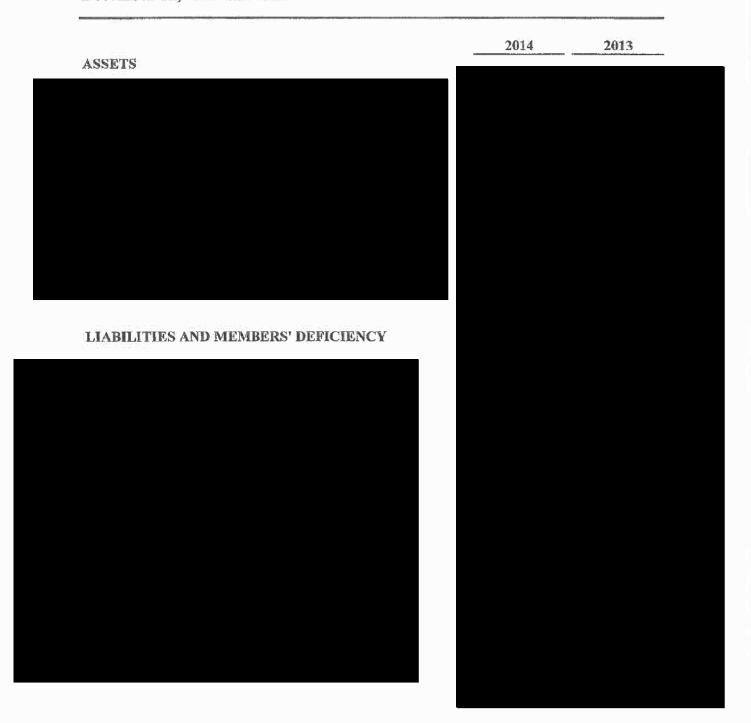
In our opinion, the consolidated financial statements referred to above present fairly, in all material respects, the financial position of BillybeyFerry Company, LLC and Subsidiaries, as of December 31, 2014 and 2013, and the results of their operations and their cash flows for the years then ended, in accordance with accounting principles generally accepted in the United States of America.

Report on Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the consolidated financial statements as a whole. The Schedule of Financial Information on page 15 is presented for purposes of additional analysis and is not a required part of the consolidated financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the consolidated financial statements or to the consolidated financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the consolidated financial statements as a whole.

New York, NY April 15, 2015

Consolidated Balance Sheets December 31, 2014 and 2013

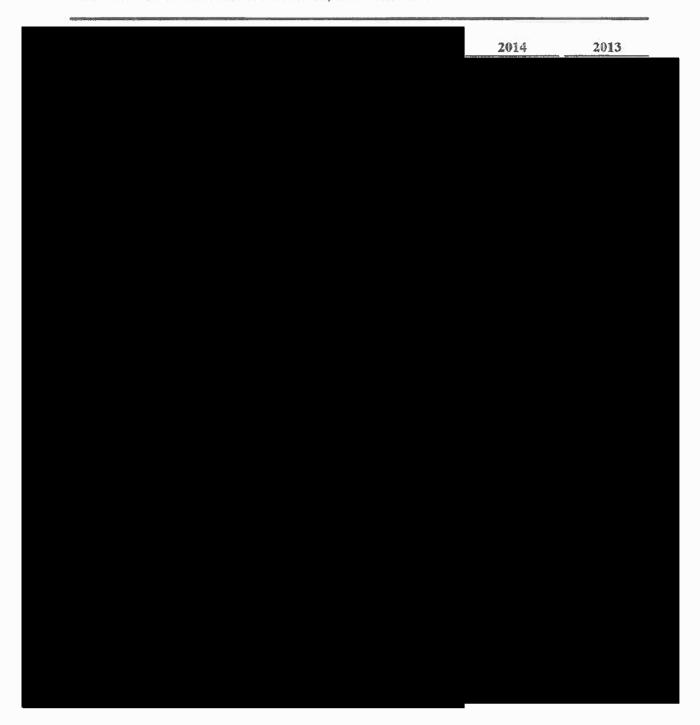


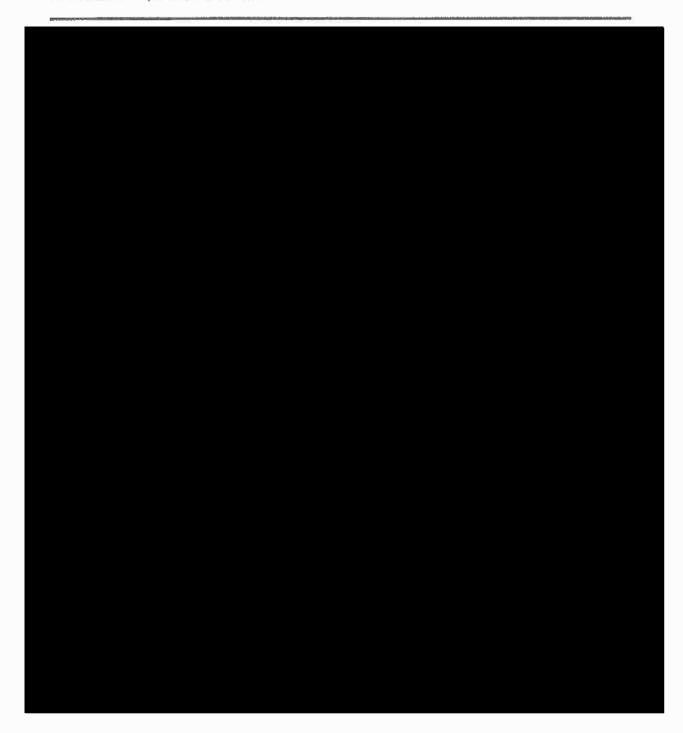
Consolidated Statements of Income and Members' Deficiency For The Years Ended December 31, 2014 and 2013



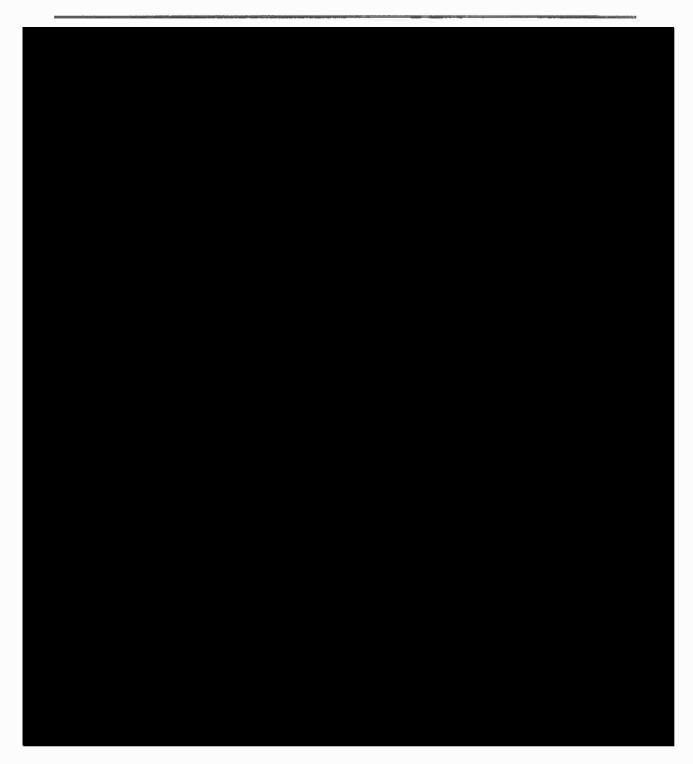
Consolidated Statements of Cash Flows

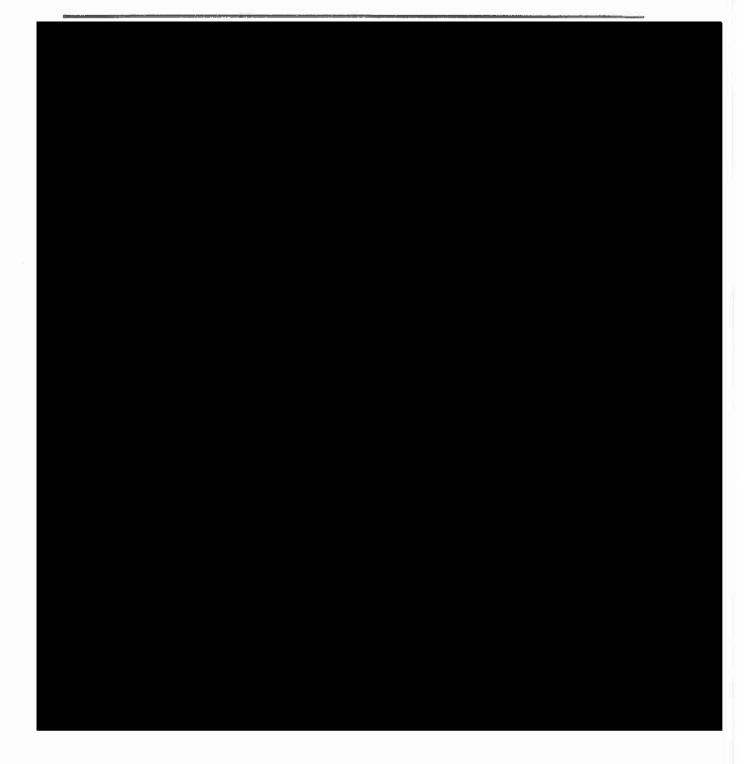
For The Years Ended December 31, 2014 and 2013

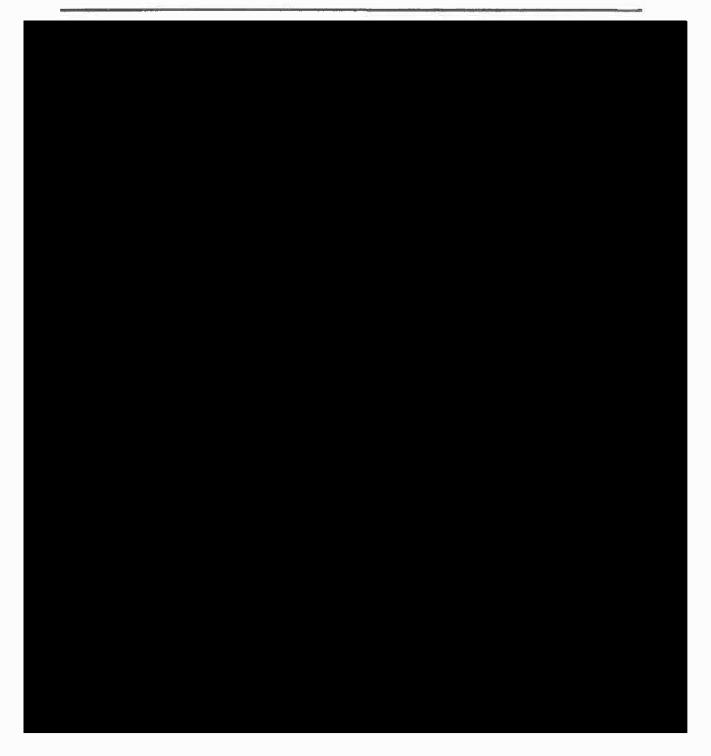




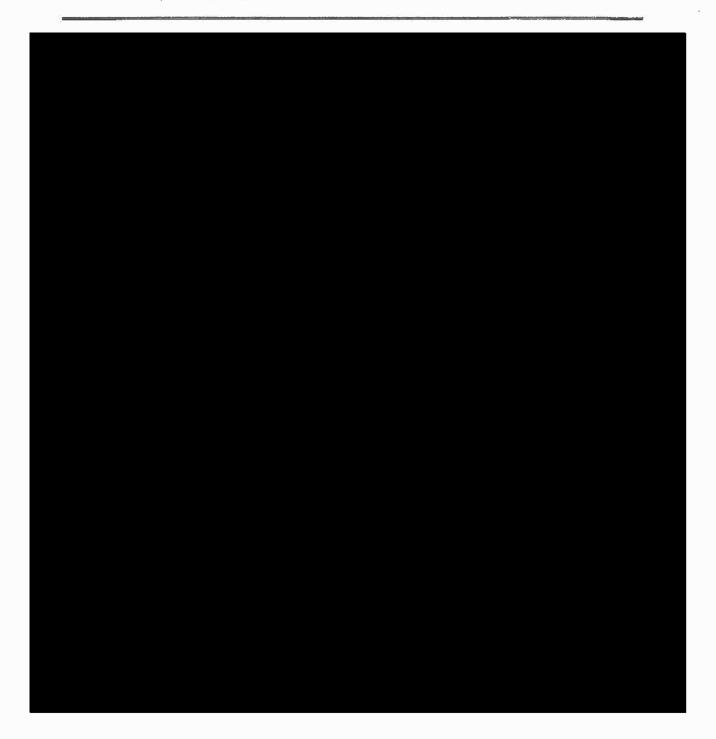












HECHT AND COMPANY, P.C.

Certified Public Accountants

The Empire State Building 350 Fifth Avenue, 68th Floor New York, NY 10118-0110 (212) 819-8000 Fax: (212) 302-0973

INDEPENDENT AUDITOR'S REPORT

To the Members Billybey Ferry Company, LLC

We have audited, in accordance with auditing standards generally accepted in the United States of America, the consolidated financial statements of Billybey Ferry Company, LLC and Subsidiaries (the "Company"), which comprise the consolidated balance sheets as of December 31, 2014 and 2013, and the related consolidated statements of income and member's deficiency, and cash flows for the years then ended, and the related notes to the consolidated financial statements, and we have issued our report thereon dated April 15, 2015.

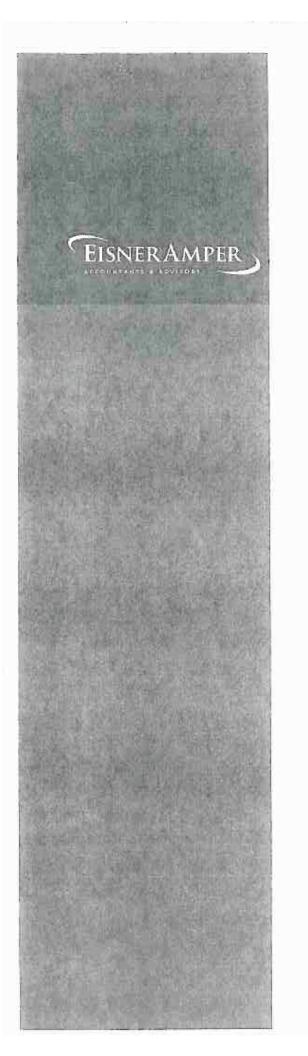
In connection with our audits, nothing came to our attention that caused us to believe that Billybey Ferry Company, LLC and Subsidiaries is required to make a deposit to the Title XI Reserve Fund. As noted in section 2 (b)(2)(C) of the Title XI Reserve Fund and Financial Agreement of BillyBey Ferry Company, LLC, the Company shall not be required to make any deposits into the Title XI Reserve Fund if the requirements of Section 2 (b)(2)(C) (iii) are met. However, our audits were not directed primarily toward obtaining knowledge of this requirement. Accordingly, had we performed additional procedures, other matters may have come to our attention regarding the Company's noncompliance with the above referenced terms and conditions, insofar as they relate to accounting matters.

This report is intended solely for the information and use of the members and management of BillyBey Ferry Company, LLC and the United States Department of Transportation Maritime Administration and is not intended to be and should not be used by anyone other than these specified parties,

New York, NY April 15, 2015 HECHT AND COMPANY P.C

Schedule of Financial Information For The Year Ended December 31, 2014





FINANCIAL STATEMENTS

DECEMBER 31, 2014 and 2013

Contents

	<u>Page</u>
Financial Statements	
Independent auditors' report	1 - 2
Balance sheets as of December 31, 2014 and 2013	3
Statements of comprehensive income for the years ended December 31, 2014 and 2013	4
Statements of changes in stockholders' equity for the years ended December 31, 2014 and 2013	5
Statements of cash flows for the years ended December 31, 2014 and 2013	6
Notes to financial statements	7 - 21



Eisner Amper LLP 11 Wood Avenue South Iselin, NJ 08830-2700 T 732.243.7000 F 732.951.7400 www.eisneramper.com

INDEPENDENT AUDITORS' REPORT

To the Stockholders Port Imperial Ferry Corp.

Report on the Financial Statements

We have audited the accompanying financial statements of Port Imperial Ferry Corp. (the "Company"), which comprise the balance sheets as of December 31, 2014 and 2013, and the related statements of comprehensive income, changes in stockholders' equity, and cash flows for each of the years then ended, and the related notes to the financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Company's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.



Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of Port Imperial Ferry Corp. as of December 31, 2014 and 2013, and the results of its operations and its cash flows for each of the years then ended in accordance with accounting principles generally accepted in the United States of America.

Iselin, New Jersey

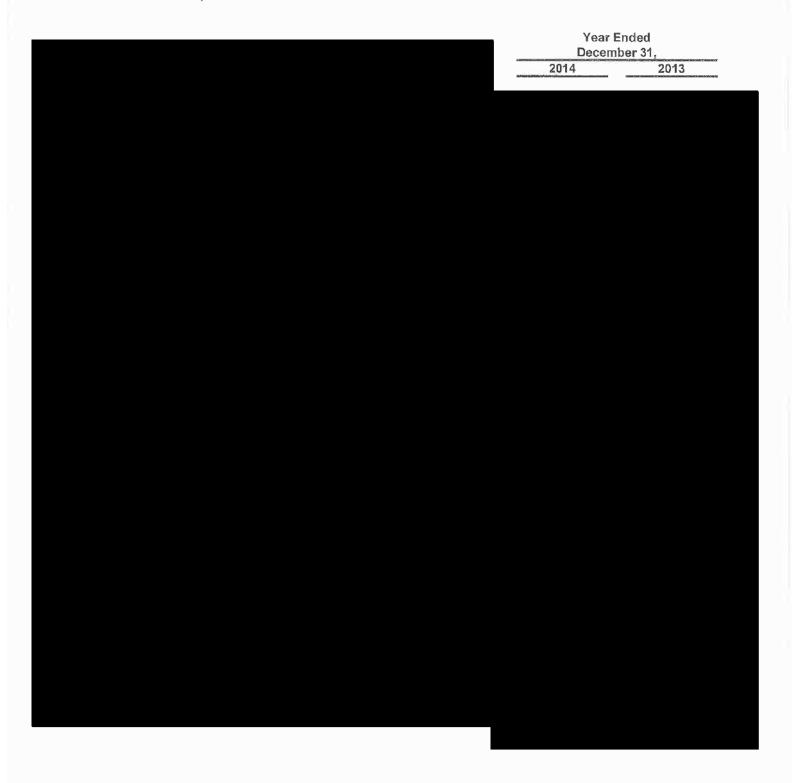
Eisner Amper LLP

April 29, 2015

Balance Sheets

	December 51,	
	2014	2013
ASSETS		
we , , , , ,		
Total assets		
Total liabilities		
Total habilities		
27 A. J. P. J. 200		
Total liabilities and stockholders' equity		

Statements of Comprehensive Income



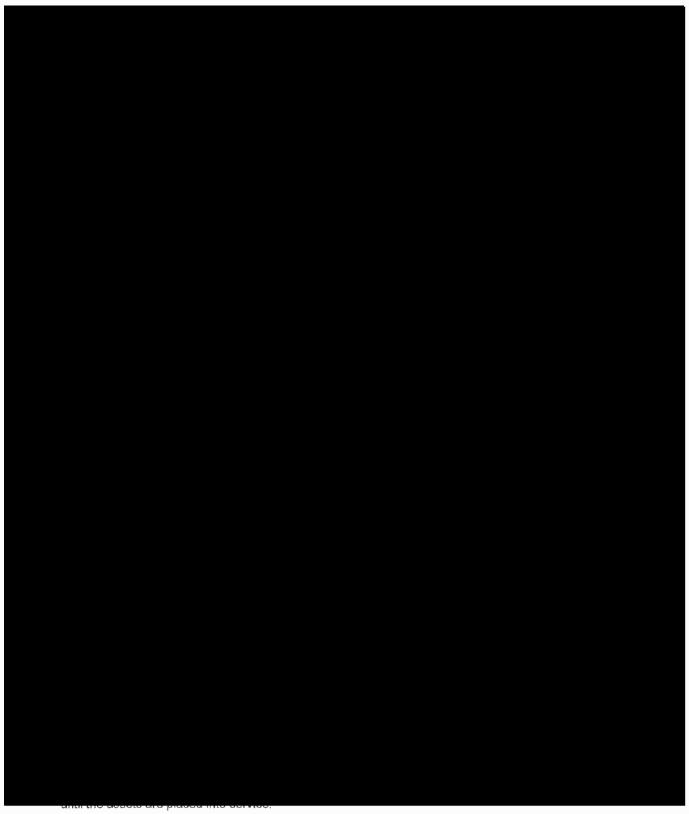
Statements of Changes in Stockholders' Equity

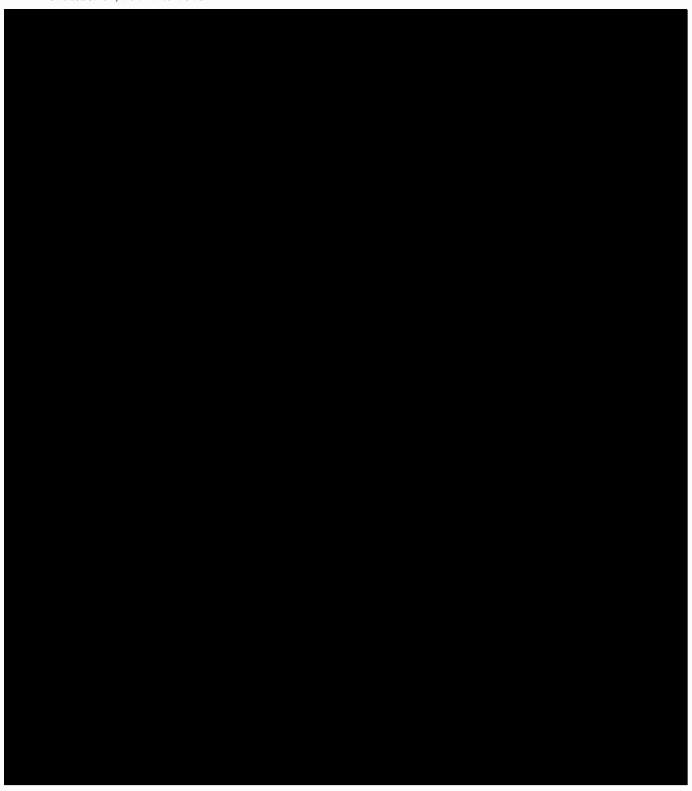
Balance - December 31, 2014	Balance - December 31, 2013 Distributions Net income Pension obligation	Balance - December 31, 2012 Distributions Net income Pension obligation	
			Number of Shares (Class A)
			Common Stock Num or Sha Amount (Clas
			Stock Number of Shares (Class B)
			Amount
			Additional Paid-in Capital
			Accumulated Other Comprehensive Accumulated Loss Deficit
			Treasury Stock
			Total

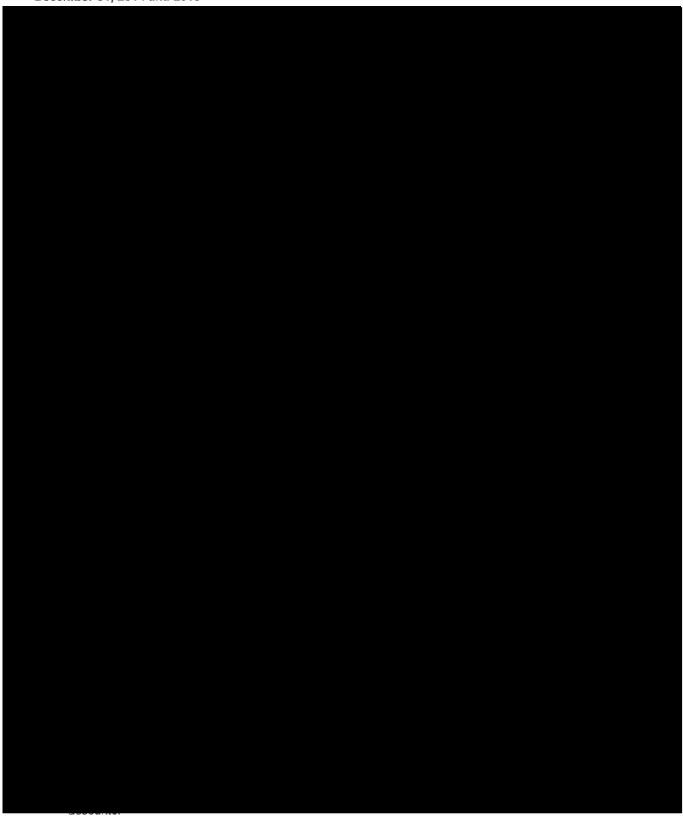
Statements of Cash Flows

Year Ended December 31, 2014 2013

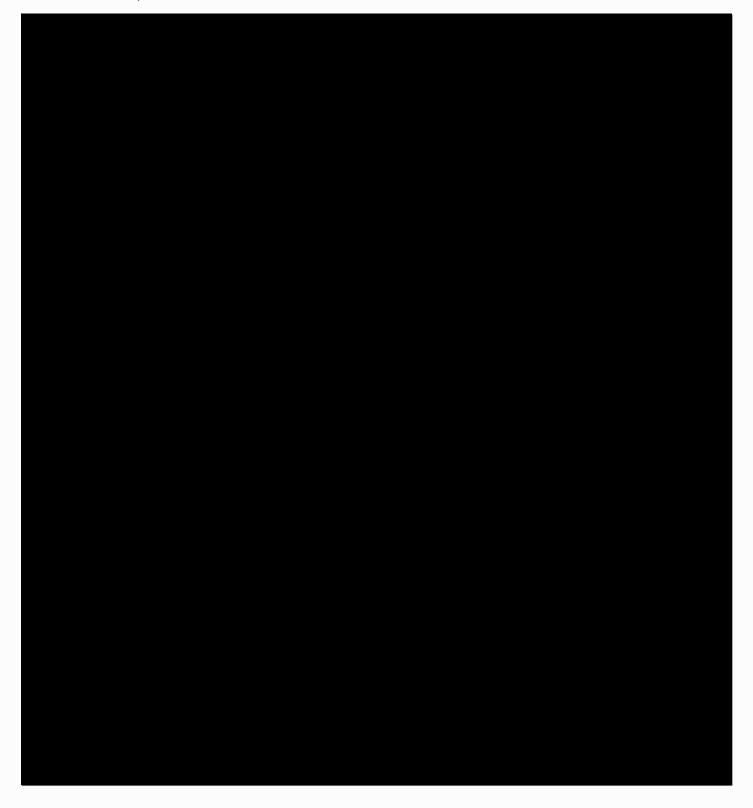
6

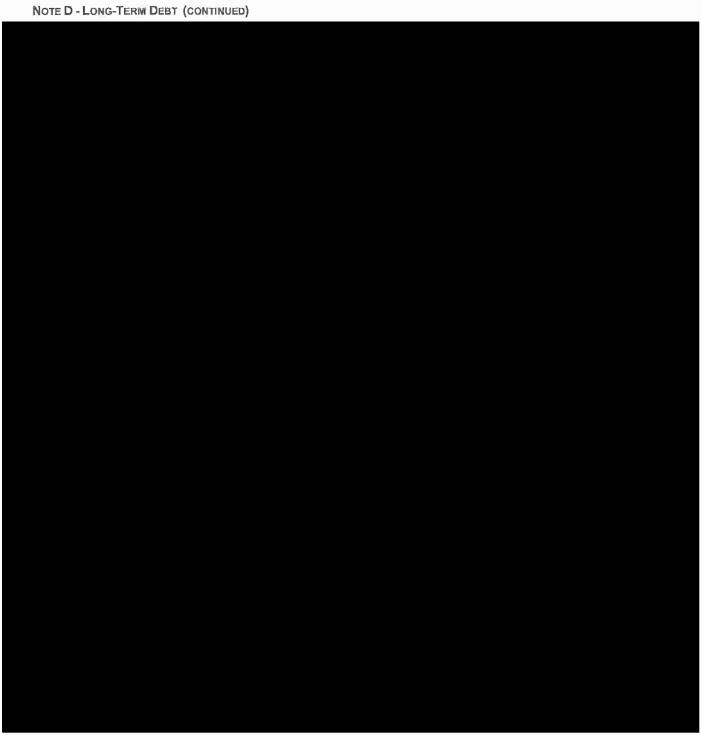




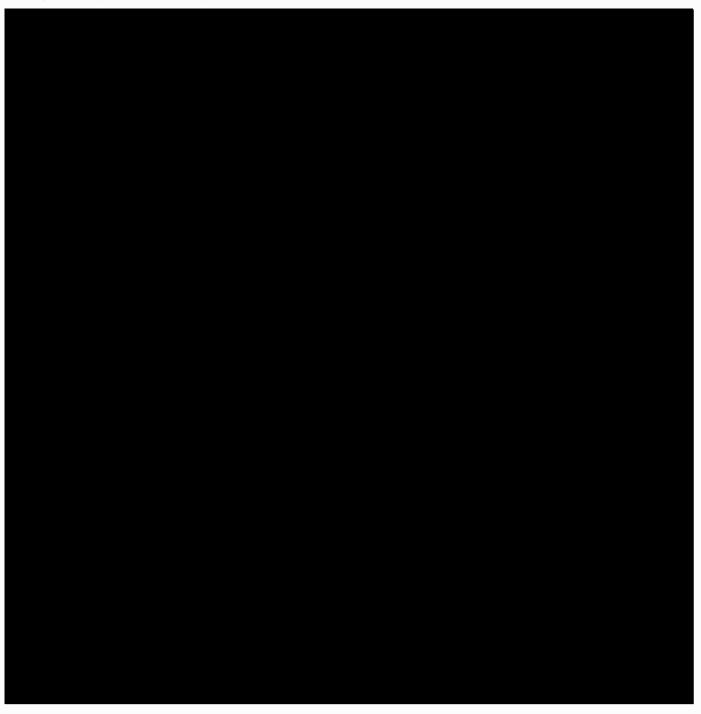


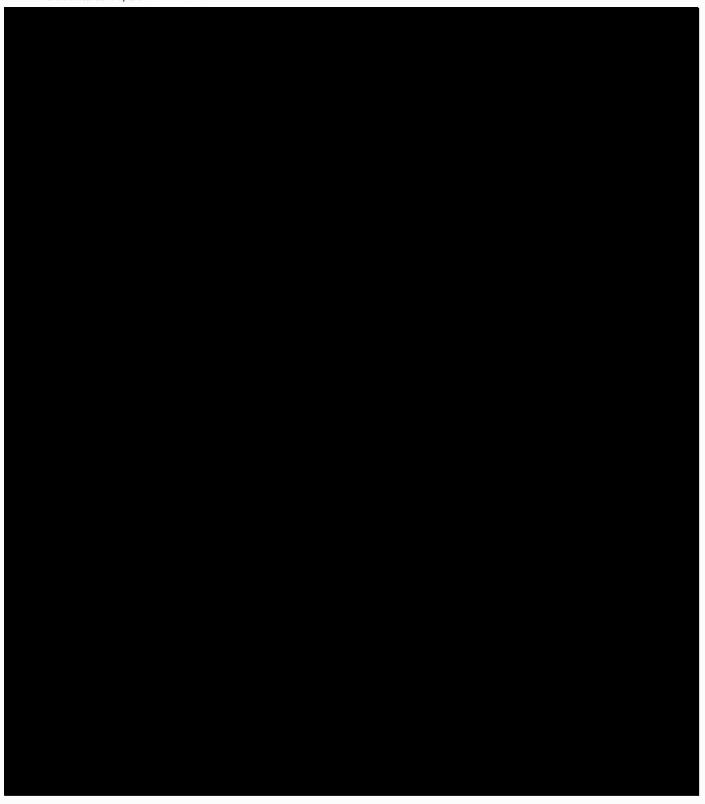






NOTE D - LONG-TERM DEBT (CONTINUED)





PORT IMPERIAL FERRY CORP.

Notes to Financial Statements December 31, 2014 and 2013

PORT IMPERIAL FERRY CORP.

Notes to Financial Statements December 31, 2014 and 2013



APPENDIX EIGHT: Pro Forma Financial Information

Simile Bus Cart of Operations
Add Alternate and Rockaways tequested Assistance (if necessary) Hosting and Technology anding Fee Management Overbrod Reprire and Maintenance Crow Wagos Эйст Качеппе now Ramoyal for all landings lessel Cost (Depreciation/ Interest) hávertising Revenue inside bont ZD6H8c5 essel Layove, Feelifies Expense stem Support Services and By Crew and Vassel orating House stomer Service, Public Relations See Ex Income After Operations Fee & Participation Faymont Operations Foe See Executive Summary See Executive Summary (82.517.725) (82.465.731) (82.609.939) (82.609.939) (82.586.731) (83.517.03) (82.596.35) (82.4705.35) (83.7705.35) (83.7705.35) (83.7705.35) (83.7705.35) (83.7705.35) (83.7705.35) (83.7705.35) 50,000,000 000 4064 485 406 3,849 449 386 \$504,248 5,029 714 574 5,350 669 587 5,593 692 616 5,475 673 608 515 880 615 5,563 697 631 5,176 691 592 5,254 709 594 3,946 463 395 \$661,773 3,936 457 393 41,317 3,359 4,249 58,966 7,356 8,258 810,568,806 58,966 7,396 6,398 \$10,885,870 58,966 7,396 6,398

purposes of this TPP, Net income means, for any period of lints, Texenue for state period minus the Expenses for state partoc

Citywida Forry Service RFP Proforma

Total Projected Riderahip Fare

\$2,509 \$2,50 \$1,609

199,225 \$2.50 \$498,062

20.0 241,699 \$2.50 \$604,248

344,325 \$2,50 \$860,812

20.0 414,534 \$2.50 \$1,036,334

419,298 \$2.50 \$1,048,246

438,176 \$2.50 \$1,095,440

485,887 \$2.50 \$1,217,217

394,530 \$2.50 \$986,326

20.0 372,847 52,50 \$932,117

20.0 264,709 \$2,50 \$661,773

224,058 \$2.50 8560,246

3,047,250 4,104,791 \$2,50 \$2.50 \$ 7,618,224 \$ 10,260,577

\$ 10,568,806

3 10,885,870

\$11,212,446

58,966 7,396 6,398

APPENDIX A.1-

20.0 4,104,391 \$2.50

20.0 4,227,522 \$2.50

20,0 4,354,348 \$2.50

20.0 4,484,979 \$2.50

Month 1

Month 2

Month 3

Month 5

Month 6

Month 7

Month 8

Month 9

Month 10

Moath 11

Month 12

Year I 13.3

Year 2

Year 3

Your 4

Year 5

20.0

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Requested Assistance (f. acressory) Operations Fee Transferential Promotes ANCTING For Transfer	Net Income	Total Expenses		Continuigency	Other Expenses	Short (dellare) Concessions	Vessel Cost (Depreciation/Interest) Leading Fee	Regains and Maintenenos Insurance Expresses	Crew Wages Management Overhead	Herry Service Fuel Costs	ETICELCI	Layewar Dead Hoading	Operating Houry Revenue Hours	Total Rousins	Charge Acception Dericesein Revente Advertising Revente inside bout Char Revents	Land.	Total Projected Ridgeship	No; of Vessels		Citywide Ferry Service RFF Preferma
5 F 06	(81,763,472)	\$2,165,905										485 312	3,306	\$402,433		0674	160,973	16.836	Month I	
	(\$1,727,124)	\$2,165,905 \$2,100,523										300	3,151	\$373,399	de la jaron	00.78	149,360	16.67	Month Z	
	(81,763,772) (81,777,174) (82,075,612) (1,965,964) (81,955,945) (81,955,575) (81,955,675) (81,857,673) (81,857,675) (81,877,675) (81,877,675)	\$2,514,059										478	4,136	\$434,446	de l'article de l'	10.74 10.74	173,779	16.67	Month 3	
	(\$1,965,964)	\$2,547,452										468	4,389	8581,489	201,103	100 100	232,596	16.67	Month 4	
	(81,933,345)											485	4,540	\$675,823	4074,060	12.50	270,329	16.67	Mouth 5	
	(\$1,929,573)	\$2,611,168 \$2,561,505 \$2,605,846										476	4,405	\$631,932	3034,303	0676	252,773	16.67	Month 6	
	(\$1,928,861)	\$2,605,846										478	į.	\$674,984	2071	00.70	269,994	16.67	Month 7	}
	(\$1,897,661)	\$3,625,414										494	4,556	\$727,753	0.04.700	OC.56	291,101	16.67	Mianth 8	
	(\$1,905,685)	\$2,625,414 \$2,466,539										460	4,106	5560,854	Section 1	teen bed	224,342	16.67	Mouth 5	
	(S1,917,83B)	\$2,482,487										458	4,151	8564,657		257.70	225,863	16,67	Month 10	
	(\$1,677,542)	\$2,139,181										312	3,271	\$451,539	9	6060 630	184,000	16.67	Manth 11 - Month 12	
	(\$1,734,377)	\$2,129,898										306	3,228	\$395,521	1. 1. 1. 1. 1. 1.		158,208	16.67	- Mouth 12	
	(\$13,527,809)	\$17,598,533										2,879	30,233	\$4,070,724		-	3,047,290	10,0	Your I	
	(\$22,T74,257)	512,182,824										3,028	47,882	86,607,032	4	2 6 6 7 7 7 7 7	Technics	16,7	Year 2	
	(\$23,300,168	\$30,105,432	m0.53246									5,028	47,882	16,805,263	V V V V V V V V V V V V V V V V V V V	2 6 8 C 8 C 8 C 8 C 8 C 8 C 8 C 8 C 8 C 8	7755779	16.7	Year 3	
	(\$23,842,320	(30,851,741										5,028	47.882	\$7,009,421		H	4,524,048	16.7	Year 4	
	527,809) (322,774,257) (523,300,168) (S23,842,320) (S24,403,210)	10,000,168										5,028	47,882	1 87,219,704	Water to the same of the same		67,464,4	16.7	Year 5	:

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	Month 1	Montit 2	Month 3	Month 4	Mapple S	Month 6	Manth 7	Month 8	Month 9	Month 10 Month 11 Month 12	Month (1)		Year 1	Year 2	Year 3	Year 4	Year 5
No: of Vessels	3.334	3,334	3.334	3.334	3.334	157	3,334	3.334	3,334	3.334	3.374	3.334	3.334		3,334	3,334	3.334
Total Projected Riderabip	51,670	49,865	67,921	111,729	144,205	166,526		195,786	170,189	146,984	150,084 150,084	65,890	1,419,000	1,461,570	1,505,417	05.03	1,597,097
MODEL TO COMPANY	961 569	DC.24	45.7e	50% BE6	115 095	416314	420.456	750 VSD					_		3,763,543	3,876,449	3,992,743
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that Revenue																	
dal Revenue	\$129,176	\$124,663	\$169,802	\$279,323	1360,511	\$416,314	\$129,176 \$124,663 \$169,802 \$279,323 \$360,511 \$416,314 \$420,456 \$489,464	\$489,464	\$425,472 \$367,461 \$200,134 \$164,725	\$367,461	\$200,134		\$3,547,500 \$3,653,925	\$3,653,925	\$3,763,543	\$3,876,449	83,992,743
nereling Hours	759	699	773	196	1,053	1,071	1,106	1,107	1,071	1,103	675	708	11,084	11,084	11,084		
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erry Service																	
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olal Expenses	\$ 486,831	\$ 467,248	\$ 496,589	\$ 367,097	\$ 607,319	\$ 620,101	\$ 631,758	\$641,241	\$ 621,291	\$ 623,871	\$ 466,932	475,301 8	\$ 657,758 \$ 657,758 \$ 657,557 \$ 657,557 \$ 657,557 \$ 657,558 \$ 657,558 \$ 657,558 \$ 657,558 \$ 657,558 \$ 657,558 \$		8 7,045,988	\$ 7,045,988 \$ 7,223,718 \$ 7,405,875	\$ 7,406,875
,	(\$357,656)	(\$342,585)	(\$326,787)	(£288,374)	(\$246,808)	(\$203,786)	(\$211,302)	(\$151,777)	(\$195,819)	(\$256,410)	\$266,798)	1310,576)	\$3,158,679)	(\$3,219,601)	(\$3,282,445)	(\$117636) (\$2043.85) (\$235787) (\$228,376) (\$246,808) (\$210,786) (\$211,502) (\$15,777) (\$195,819) (\$256,410) (\$266,798) (\$110,576) (\$2,158,679) (\$2,158,679) (\$2,219,601) (\$3,252,145) (\$3,257,145) (\$3,247,269) (\$3,247,249)	(83,414,133)
equested Assistance (if necessary)												_					
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Income After Operations Foe & Participation Payment																	
or purposes of this AFP, wet hereme meaner, for any puriod of these, New	digas to smith	t enelm panad	Byran month	and sandan													
Jauanne-After Operations Fee & Pearlisquation Psychology Theorem of the NFF hat means and far any pulse of the Psychology for each partial partial partial partial partial	remus for such s	oaried mloue (I)															

tyvěde Ferry Servico BEF Proforma	Mouth 1	Month 2	Month 3	Month 4 Month 5		Month 6	Month 7	Month 8	Manth 9	Month II Month II Month 12	Month I.I	Menth 12	Your 1	Year 2	Year 3	Yeard	Year 5
vor of Vessels	3.334	3.334		3.334	3.334	3.334	3.334	3,334	3.324	3.334	3,334	3.334	3.554	3,334	3,334	3.334	3.334
latel Projected Ridership	31,080	28,718	33,373	44,852	52,472							30,720	503,538	518,644	534,204	550,230	566,736
HY Kavanie	77,699	71,795	83,432	112,130	131,180	122,685	131,821	142,526	109,364	110,214	89,200	76,800	1,258,845	1,236,610	1,335,509	1,375,574	1,416
nicessions Revenue dvertising Revenue Insida boat her Revenue	,	,															
ital Revenue	\$77,699	\$71,795		883,432 8112,130 8131,180 8122,685 8131,821 8142,526 8109,364 9110,214	3131,180	SI 22,685	\$131,821	\$142,526	\$109,364	\$110,214	\$89,200	\$76,800	\$1,258,845	BI 296,610	\$1,335,509	81,375,574	\$1,416,841
perating Hours						3	}		1	3.			200	3	11 705		
Sevential Sevent	8 2	22	O D	o į	o	o à	0	٥	o }	9	2	72	280	280	280	280	280
sed Heading	62	S	62	60	62	60	62	55.23	60		50	8	730	730	730		
chenses																	
Mry Service																	
												=	-				
attle Biss Cost of Operations inclawery Service	\$ 42,075	\$ 42,015 \$ 42,015 \$ 42,015 \$ 42,075 \$ 42,075 \$ 42,075 \$ 42,075 \$ 42,075 \$ 42,075 \$ 42,075 \$	\$ 42,075	\$ 42,075	\$ 42,075	\$ 42,075	8 42,075	8 42,075	42,075	\$ 42,075	\$ 42,075	42,075 \$	504,500	\$ 520,047 \$		535,648 3 551,718 E	\$ 568,269
dal Exponers	\$ 537,947	8 520,434	\$520,434 \$548,304 \$539,695 \$351,730 \$541,348 \$351,532 \$533,486 \$239,616 \$548,723 \$329,755	\$ 539,695	\$ 551,730	\$541,348	\$ 551,532	5 553,486 5	539,616	548,723	529,755	529,457	6,452,029	\$ 6,655,241	\$ 6,823,545	\$ 529,457 \$ 6,452,029 \$ 6,655,241 \$ 6,823,545 \$ 6,996,942 \$ 7,175,636	3 7,1
Тисопте	(\$460,248)	(3/48,639)	(\$464,872)	(\$427,565)	(1420,550)	(\$418,663)	8419,712) (\$410,960) (\$430,253)_[3438,509) (3440,555) (\$452,657)	15,233,183)	(\$5,358,680)	(35,488,037)	(940) (948) (948) (946) (972) (942) (942) (942) (9418) (9418) (9419) (9419) (9419) (942) ((35,7
iguested Assistance (if nenestary) Operations Fee (Revenue) Fartisipation Payment to NYCEDC (Expenses)	28																
come After Operations Fee & Participation Payment																	
r purposes of this 1999, fiet income raseans, for any period of three, Revenue for such period minus the Expanses for such period	E. Revenue for ac	ich period minus	the Expenses fo	or such period													

24.47 A018 24.47 24.1 23.1 24.1 23.1 24.1 23.1 24.1 23.1 23.1 23.1 23.1 23.1 23.1 23.1 23		httanet, i	Month 2	Month 3	Month d	Manth 5	Month 6	Wards 7	Mounth 8	Wanth 9	Month 10	Month 11	Month 12	Year 1	Year 2	Year 3	Year 4	Year 5
The Proposed Relation by Marie 2017 2018 2014 1312 2019 2019 2019 1314 1312 2019 2019 2019 2019 2019 2019 2019 20	Revenue	FEEE	3.333	3.334	122.2	FEE E	3 374	3.334	3.334	1.534	3.334	1.334	3.334	3.334	in in in	3,334	3334	
Part Planemes	Total Projected Ridership	25,457	24,018	28,445	39,322	46,169	43,608	45,907	49,964	37,924	37,349	30,078	25,165	433,388	446,389	459,781	473,574	_
Concession Revenue Parisis Scale Colore Colore Colored C		\$2,50	\$2,50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2,50	\$2.50	32.3U	\$2,50	027 250 1	00,34	L'SY GY I	NC70	_
Appendix	Perry Revenue Connections Revenue	63,543	969'09	71,113	505'88	115,423	109,020	114,752	124,511	11266	95,376	OST,C/	36,003	40P(CBD()	I.L. C.	Confident	A CARLON A P.	
Columbia	Concessions Revenue Advertising Revenue inside boat																	
Transferences SSS,653 SSS,056 ST1115 SSS,256 SSS,056 SSS,256	Other Revenue																	
Decembra: 1727 652 957 1954 1628 957 1945 1940 473 473 473 174 175 174 175	Total Revenue	\$63,643		\$71,113	398,305	\$115,429	\$109,020	\$114,767	\$124,911	\$94,811	\$93,374	\$75,195	\$62,852	\$1,085,469	\$1,115,973	\$1,149,453	11,183,936	and a
Legronce 179 179 195 71 75 75 71 73 192 218 181 179 128 120	Operating Hours Response Hours	727	595	907	994	1,028	997	1,026	1,030	873	872	722	711	10,581	10,581	10,581		
Decid-Healing S4	Layover	179	179	195	1	15	75	71	50	192	218	187	179	1,698	1,698	1,698		
Terry Scribto.	Desd Heading	23	92	105	102	106	104	104	108	104	104	8	33	1,215	1,275	1,215		
Total Expresses	Expenses																	
Tana Expenses 5.470,201 \$.460,264 \$.232,755 \$.531,246 \$.545,055 \$.334,945 \$.543,144 \$.545,155 \$.434,027 \$.465,077 \$.	Kerry Service																	
Total Expenses: \$470.201 \$460,004 \$228,755 \$231,546 \$545,005 \$34,505 \$34,344 \$548,195 \$18,155 \$422,027 \$466,077 \$465,107 \$465,510 \$5,138,350 Net Income. (5405,541) (\$406,313) (\$437,643) (\$437,643) (\$423,432) (\$435,525) (\$438,578) (\$423,435)																		
Total Expenses: \$470.29) \$460,304 \$228,755 \$531,546 \$546,055 \$334,945 \$540,314 \$548,195 \$372,077 \$466,977 \$465,977 \$465,510 \$6,138,350 Net Income. (\$405,747) (\$400,318) (\$437,648) (\$423,340) (\$422,635) (\$403,578) (\$403,578) (\$403,485) (\$423,345) (\$423,																G 4	59	
\$470,331 \$460,364 \$328,755 \$331,646 \$345,055 \$334,545 \$343,344 \$348,195 <u>\$433,435 \$423,445 \$463,477 \$465,510</u> \$5,138,355 (\$433,445 (\$433																		
(\$455,747) (\$406,318) (\$457,643) (\$423,340) (\$420,632) (\$425,525) (\$428,578) (\$423,342) (\$423,442) (\$428,649) (\$334,752) (\$401,642) (\$5,654,890) File	Total Expenses	8 470,391	\$ 460,364	\$ 528,756	\$ 531,646	\$ 545,955	\$ 534,945	\$ 543,344	\$ 548,195	8 518,153		\$ 469,977	\$465,510	\$ 6,138,350	\$ 6,293,012	\$ 6,448,338		
	Net Income	(\$405,747)	(\$400,318)	(3457,643)	(3433,340)	(3429,632)	(\$425,925)	(\$428,578)	(SSC ECPS)		\$ 522,022	(3394,782)	(\$402,648)	(\$5,054,890)	(\$5,175,038)	(\$5,298,885)	\$ 6,610,479	×
Frankistan Promisent to ATVORTICE	Requested Assistance (if necessary)								Annual Section	(\$423,342)	\$ 522,022						\$ 6,610,479 (\$5,426,543	
	аувиет то АТС	Pie								(\$423,342)	\$ 522,022						\$ 6,610,479 (\$5,426,543	

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mer randa i ar	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10 Month 11 Month 12	Month 11	Month 12	Year 1	Year 2	Yeftr 3	Year 4	Yours	
Not of Yessels	3.5	3.334	3.334	3.334	3.334	3,334	3.334	3,334	3.334	3.334	3.334	3,334	3.334	3,334	3.334	3,334	3,334	
Total Projected Ridership	\$2.50 12.121	\$2.50	47,254	05,130	71,381 \$2.50	50,439	70,951	75,949	59,201	60,093 82.50	49,980 \$2.50	\$3,015	691,364 - 2.5	712,105 \$2,50	33,468 32,50	755,472 \$2,50	\$2.50	
eny Revenue	110,303	102,128	[18,135	155,325	178,452	166,097	177,377	189,872	148,001	150,232	124,950	107,538	1,728,410	1,780,262	1,833,670	1,989,680	1,545,340	
oncessions Revenue dvertising Revenue inside boat																		
ther Revenue																		
ofal Kevenne	\$110,303	\$102,128	\$118,135	\$155,325	\$178,452	\$166,097	\$177,377	\$189,872	\$148,001	\$150,232	\$124,950	\$107,538	\$110,305 \$100,128 \$118,135 \$155,375 \$176,452 \$166,097 \$177,377 \$189,872 \$148,001 \$150,233 \$124,950 \$107,538 \$1,728,410	\$1,780,262	\$1,833,670	\$1,833,670 \$1,888,680	\$1,945,340	
perating Hours	AAA	AQA	2 2 4	N C	20	*	24.5	9	-1 92	75.	445	114 114	8.497	2.757	9.357	8.557	8.357	
SACAS	8	ð.	104	180	185	175	190	180	90	9.5	8	ţ,	1,381	1,381	1,381	1,381	1,381	
and Heading	31	29	100	102	106	104	104	108	96	94	30	30	934	934	934	934	934	
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olal Expenses	\$366,763	\$ 348,664	\$492,144	\$366,761 \$348,664 \$492,144 \$509,440 \$532,762 \$512,953 \$520,510 £526,358 £483,212 \$482,746 \$353,910 \$353,581	\$ 522,762	\$ \$12,953	\$ 520,510	\$ 526,358	£483,212	3 482,746	016,252.8		\$ 5,473,045	\$ 5,605,620	\$ 5,742,267	\$ 5,883,108 \$ 6,028,269	\$ 6,028,269	
ex Treague	(\$256,460)	(\$246,536)	(\$374,009)	(\$354,116)	(\$344,310)	(\$346,855)	(\$543,133)	(\$336,480)	(8335,211)	(8332,5)4)	(\$228,961)	(\$296,043)	(\$3,744,635)	(\$3,825,358)	(\$3,508,597)	(\$356,466) (\$246,536) (\$74,009) (\$341,116) (\$341,310) (\$346,835) (\$43,13) (\$336,486) (\$335,211) (\$322,316) (\$226,643) (\$26,643) (\$3,744,635) (\$3,225,350) (\$1,506,597) (\$3,504,438) (\$4,682,929)	(\$4,082,929)	
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	Month 1	Month 2	Month 3	Month 4	Month S	Month 6	Moath 7	Month 8	Month 9	Manth 10 Month 11 Month 12 Year 1	Menth 11	Month 12	Year 1	Year 2	Year3	Your 4	Year 5
Revenue No. of Versels	4 4 4	417	111	4 5 5	Trr	111	1,114	1.134	3.774	3 134	32 13 13 14	1.334		3 934	3.334	3.334	3,334
Total Projected Ridership	33.198	30,716	35,589	47,158	54,525	50,835	54,402	58,436	45,303	45.870	37,787	32,525		326,345	542,136	558,400	575,152
Fare	\$2,50	\$2.50	\$2.50	\$2.50	\$2.50	\$2,50	\$2.50		\$2.50	\$2,50	\$2.50	\$2.50		2.5	\$2.50	\$2.50	\$2.50
Ferry Revenue Concessions Revenue	\$2,956	76,789	88,972	117,896	136,313	1,27,087	136,006	146,091	113,258	114,676	94,456	81,314		1,315,864	1,355,340	000,645*1	1,437,890
Advertising Revenue inside boot Other Revenue																	
Total Revenue	\$82,996	376,789	388,972	\$117,896		\$127,087	\$135,006	\$136,313 \$127,087 \$135,006 \$145,091 \$113,258 \$114,676	\$113,258	\$114,676	894,466	\$81,314	8	\$1,315,864	\$1,355,340	\$1,395,000	\$1,437,880
Operating Agens	788	752	831	890	616	00 00 v0	920	9	2	850	781	768		10,062	10,062	10,062	10,062
Tempotary	126	126	3 :	126	132	132	126	138	28	161	132	126	_	1,729	1,729	1,729	1,729
Dead Heading	94	23	108	102	105	104	100	301	104	101	96	10		1,215	1,215	1,215	1,215
Expens 08																	
Forest Service												••••	_				
												=					
															· •	50	69
Total Expenses	\$ 480,251	\$ 469,605	\$ 508,650	\$ \$14,057	\$ 526,878	\$ 516,682	\$ 525,408	\$ 529,579	\$ 498,880	\$ 502,631	8 479,829	\$ 475, [13 :		\$ 6,027,561	\$ 6,176,839	4407-07 1 2020-18 1 2020-19 1 2020-19 1 2020-19 1 2020-19 2020	\$ 6,489,407
Not Income	(\$397,255)	(\$392,815)	(\$419,678)	(8397,255) (8393,815) (\$419,678) (8394,161) (\$590,165) (\$389,594) (\$389,460) (\$383,469) (\$385,623) (\$387,955) (\$385,563) (\$393,799)	(\$390,565)	(\$389,594)	(\$389,402)	(\$383,488)	(\$385,623)	(\$387,955)	(\$385,363)	(8393,799)	S0	(34,711,698)	(\$4,821,550)	80 (54.711,698) (84.821,550) (84,934,792) (85.051,527	(\$5,051,527)
Requested Assistance (if necessary)																	
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For purposes of this RFF, Not lines seemeans, for any period of time, Revanue for such pariod minas the Expenses for sluck ported	se, Revenue for su	ch period mina	з тре Буреплея	for aluah perlad													
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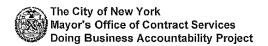
Re puested Assistance ((fuecessary) Ess Participation Engineer to NTCEDC) Incomo Aflar Operations Fas & Portidipation Popusest	Not incense	Total Expanses		Regro_Servise. Plus Costs Flus Costs Crow Weiges Managuzient Overlingid Regatis and Admirtmenace Insurance Expenses Vessel Cost (Deproduction Interest) Landing Nes Vessel Cost (Deproduction Interest) Concessions Concessions Concessions Contingenses Contingenses	Exhanses	Revenue Flours Layover Dead Heading	Ottal Retremas Operating Hours	Forny Revenue Contoescious Revenue Advertising Revenue inside boat Other Revenue	Total Projected Ridership	Mot of Vessels		Citywide Ferry Service REP Profetma
For For TOTAL	(\$284,836)	8 352,628				446 50 31	267,792	67,792	27,117 \$2.50	3,334	Month L	
	(\$280,890)	\$ 343,531				2 45 22	\$62,641		25,056 82,50	3.334	Mozdk 2	
	(\$405,485)	\$ 478,279				717 225 100	\$72,794	Ι.	29,118 82,50	3.334	Month 3	
	(1994),436) (1984),890) (1995,445) (1996,856) (1994),163) (1996,469) (1996),112) (1998,517) (1977,532) (1977,278) (1986,957) (1981,05)	\$352,628 \$343,531 \$478,279 \$494,689 \$505,818 \$497,652 \$505,125 \$505,871 \$458,723 \$468,439 \$347,784 \$348,312 \$				791 291 102	\$97,833	Ι.	39,133	3,334	Month 4	
	(\$392,363)	\$ 506,818				757 301 106	\$114,455	114,455	45,782 \$2.50	3,334	Mozih S	
	(\$350,609)	8 497,652				735 292 104	\$107,043	107,043	42,817 \$2.50	3.334	Munth 6	
	(\$350,112)	8 505,126				753 301 104	S107,043 \$115,014 S124,354	135,014	46,005 \$2,50	3,334	Munth 7	
	(4385,517)	\$ 509,871				108 301 1961	\$124,354	124,354	49,742 82.50	3.334	Month 8	
	(\$373,332)	\$ 468,753				591 216 96	\$95,420	·	38,168 \$2,50	3,34	Month 9	
	(\$372,278)	\$ 468,439				598 205 94	596,162	1	38,465 \$2.50	1.334	Month 10	
	(\$269,957)	\$347,784				440 40 30	\$11,827	I .	31,131 \$2.50	3.334	Mozth Li	
	(\$281,305)	\$348,312				35 ±53	\$57,008	I _	26,803	3,334	Month I Month 12 Year 1	
	\$0						#				Year 1	
	(\$4,223,541)	\$ 5,321,883				7,587 2,308 934	\$1,098,342	1,098,342	439,337 \$2,50	3.334	Year 2	
		\$ 5,450,041	60			7,587 2,308 934	51,131,293	1,131,293	\$2.50	3.334	Year'3	
	(\$4,416,90		40			7,587 2,308 934	ž	1	\$2.50	3.334	Yeard	
	(34,318,746) (\$4,416,907) (\$4,518,105)	\$ 5,582,138 \$ 5,718,299	## A Part			87 7,587 08 2,368 34 934	S. J.	-	\$2.50		Year 5	

City Wide - Annual Ticket Agent Hours by Month

Total Ticketing	TVI/I Maintenance 44 TVI/IS @ 800 per month	Garda @ \$750 times 22	Ticket Cost @ .025 each \$	Supervisor North Supervisor-North Supervisor-South Supervisor-South Total Monthly Including Fringes @ 30% S	Ticketing Supervision	Total Monthly	Add Alternate (ERF)	Saundview	Lower East Side	Astoria	South Brooklyn	Rockaway	Route
\$126,079	to.	·ss	1 \$	W W W W	January	1,779) 415	y 186	403	403		y 186	January
\$123,481	Cobelland				February	1,668	392	174	377	377	174	174	February
\$126,593	2	,			March	1,801	437	186	403	403	186	186	March
\$133,824	And				April	2,110	790	180	390	390	180	180	April
\$129,963	hฮือเล				Mav	1,945	185	186	403	403	186	186	May
\$154,205	fune				June	2,981	1,661	180	390	390	180	180	June
\$145,056	luk				July	2,590	1,226	186	403	403	186	186	Ajnŗ
\$146,390	August				August	2,647	1,283	186	403	403	186	186	August
\$143,488	Sentember				September	2,523	1,203	180	390	390	180	180	September
\$135,684	October				October	2,190	826	186	403	403	186	186	October
\$133,871	November December				November	2,112	792	180	390	390	180	180	November
\$125,213	December				December	1,742	422	180	390	390	180	180	December
\$ 1,623,848	Total				Total	26,088 \$ 469,575.00		2,190	4,745	4,745	2,150	2,190	Total



APPENDIX NINE: Doing Business Data Forms



Doing Business Data Form

To be	e completed by the	e City Agency	prior to distribution
Agency:	Transac	ction ID:	
Check One:	Transaction Type	(check one):	
├ Proposal	Concession	Contract	Economic Development Agreement
│ Award	Franchise	├ Grant	Pension Investment Contract

Any entity receiving, applying for or proposing on an award or agreement must complete a Doing Business Data Form (see Q&A sheet for more information). Please either type responses directly into this fillable form or print answers by hand in black ink, and be sure to fill out the certification box on the last page. Submission of a complete and accurate form is required for a proposal to be considered responsive or for any entity to receive an award or enter into an agreement.

This Data Form requires information to be provided on principal officers, owners and senior managers. The name, employer and title of each person identified on the Data Form will be included in a public database of people who do business with the City of New York; no other information reported on this form will be disclosed to the public. This Data Form is not related to the City's VENDEX requirements.

Please return the completed Data Form to the City Agency that supplied it. Please contact the Doing Business Accountability Project at DoingBusiness@cityhall.nyc.gov or 212-788-8104 with any questions regarding this Data Form. Thank you for your cooperation.

Section 1: Entity Information

Entity Name:	BILLYBEY FERRY COMPANY, I	LC		
Entity EIN/TI	N:			
1	Status (select one):			**************************************
Change fro	never completed a Doing Bus om previous Data Form dated ate the name of the persons e from previous Data Form da	i Fill who no longer hold pos	out only those s	sections that have changed, entity.
Entity is a No	n-Profit:	┌ No		·
Entity Type:	☐ Corporation (any type)☐ Sole Proprietor	☐ Joint Venture☐ Other (specify):	Lrrc	Partnership (any type)
Address:			· · · · · · · · · · · · · · · · · · ·	
City:		State:	Zip	o:
Phone :		Fax :		
E-mail:	Drovido vour o mail addres	and and/or fav number in and	or to roccive peties	or regarding this form by a mail or fav

Doing	Business	Data	Form
Donig	Dusiness	Data	LOHIL

EIN/TIN:		
≡03/103.		

Page 2 of 4

Section 2: Principal Officers

Please fill in the required identification information for each officer listed below. If the entity has no such officer or its equivalent, please check "This position does not exist." If the entity is filing a Change Form and the person listed is replacing someone who was previously disclosed, please check "This person replaced..." and fill in the name of the person being replaced so his/her name can be removed from the *Doing Business Database*, and indicate the date that the change became effective.

Chief Executive Officer (CEO) or equiv	alent officer	1	This position does not exist
The highest ranking officer or manager, such Chairperson of the Board.	as the Presid	ent, Executive Di	rector, Sole Proprietor or
First Name:	MI:	Last:	
Office Title:			
Employer (if not employed by entity):			
Birth Date (mm/dd/yy):			
Home Address:			
This person replaced former CEO:			
Chief Financial Officer (CFO) or equiva	alent officer		This position does not exist
The highest ranking financial officer, such as	the Treasurer	, Comptroller, Fi	nancial Director or VP for Finance.
First Name:	MI:	Last:	
Office Title:			
Employer (if not employed by entity):			
Birth Date (mm/dd/yy):			
Home Address:			
This person replaced former CFO:			
Chief Operating Officer (COO) or equi	valent office	r	This position does not exist
The highest ranking operational officer, such Operations.	as the Chief F	Planning Officer,	Director of Operations or VP for
First Name:	MI:	Last:	MANAGE AND
Office Title:			
Employer (if not employed by entity):			
Birth Date (mm/dd/yy):			
Home Address:			
This person replaced former COO			

EIN/TIN	

Page 3 of 4

Section 3: Principal Owners

Please fill in the required identification information for all individuals who, through stock shares, partnership agreements or other means, **own or control 10% or more of the entity**. If no individual owners exist, please check the appropriate box to indicate why and skip to the next page. If the entity is owned by other companies, those companies do **not** need to be listed. If an owner was identified on the previous page, fill in his/her name and write "See above." If the entity is filing a Change Form, list any individuals who are no longer owners at the bottom of this page. If more space is needed, attach additional pages labeled "Additional Owners."

There are no owners listed because (sele	ct one):			
The entity is not-for-profit There are no ind	ividual owners	No individua	al owner holds 10% or	more shares in the entity
Other (explain):				
B	0, 0,			
Principal Owners (who own or control 10				
First Name:	MI:	Last:		
Office Title:				
Employer (if not employed by entity):				
Birth Date (mm/dd/yy):	Home I	Phone #:		
Home Address:				
First Name:	MI:	Last:		
Office Title:				
Employer (if not employed by entity):				
Birth Date (mm/dd/yy):				
Home Address:				
First Name:	MI:	Last:		
Office Title:	<u>.</u>			
Employer (if not employed by entity):	,			
Birth Date (mm/dd/yy):				
Home Address:				
Remove the following previously-reporte	d Principal Ov	/ners:		
Name:			Removal Date:_	· · · · · · · · · · · · · · · · · · ·
Name:			Removal Date:_	
Name:			Removal Date:	

Doing	Business	Data	Form
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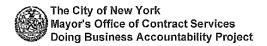
Page 4 of 4

Section 4: Senior Managers

Please fill in the required identification information for all senior managers who oversee any of the entity's relevant transactions with the City (e.g., contract managers if this form is for a contract award/proposal, grant managers if for a grant, etc.). Senior managers include anyone who, either by title or duties, has substantial discretion and high-level oversight regarding the solicitation, letting or administration of any transaction with the City. At least one senior manager must be listed, or the Data Form will be considered incomplete. If a senior manager has been identified on a previous page, fill in his/her name and write "See above." If the entity is filing a Change Form, list individuals who are no longer senior managers at the bottom of this section. If more space is needed, attach additional pages labeled "Additional Senior Managers."

Senior Managers:	
First Name:	MI: Last:
Office Title:	
Employer (if not employed by entity):	
	Home Phone #:
Home Address:	
First Name:	_ MI: Last:
Office Title:	
Employer (if not employed by entity):	
	Home Phone #:
Home Address:	
	_ MI: Last:
Office Title:	
	Home Phone #:
Home Address:	
Remove the following previously-reported Sen	nior Managers:
Name:	Removal Date:
Name:	Removal Date:
C	Certification
I certify that the information submitted on these complete. I understand that willful or fraudulen in the entity being found non-responsible and t	se four pages and <u>0</u> additional pages is accurate and ent submission of a materially false statement may result therefore denied future City awards.
Name: PAUL S. GOODMAN	
Signature:	Date: 6/12/15
Entity Name: BILLYBEY FERRY COMPANY, LLC	
Title: CEO	Work Phone #: 201-902-8700

Return the completed Data Form to the agency that supplied it.



Doing Business Data Form

To be completed by the City Agency prior to distribution					
Agency: Transaction ID:					
Check One: Transaction Type (check one):					
Proposal	Concession	Contract	☐ Economic Development Agreement		
Award	Franchise	☐ Grant	Pension Investment Contract		

Any entity receiving, applying for or proposing on an award or agreement must complete a Doing Business Data Form (see Q&A sheet for more information). Please either type responses directly into this fillable form or print answers by hand in black ink, and be sure to fill out the certification box on the last page. Submission of a complete and accurate form is required for a proposal to be considered responsive or for any entity to receive an award or enter into an agreement.

This Data Form requires information to be provided on principal officers, owners and senior managers. The name, employer and title of each person identified on the Data Form will be included in a public database of people who do business with the City of New York; no other information reported on this form will be disclosed to the public. This Data Form is not related to the City's VENDEX requirements.

Please return the completed Data Form to the City Agency that supplied it. Please contact the Doing Business Accountability Project at <u>DoingBusiness@cityhall.nyc.gov</u> or 212-788-8104 with any questions regarding this Data Form. Thank you for your cooperation.

Section 1: E	ntity Inforn	<u>nation</u>			
Entity Name:	Port Imper	ial Ferry Corp. d/b/	a NY Waterway		
Entity EIN/TIN					
Entity Filing 9	Status (sele	ct one):			
Entity has n	ever comple	ted a Doing Bus	siness Data Form. <i>Fill</i>	out the entire fo	orm,
☐ Change froi	n previous D	ata Form dated	Fill	out only those	sections that have changed,
and indica	te the name	of the persons w	who no longer hold po	sitions with the	entity.
🗵 No Change	from previou	ıs Data Form da	ated <u>03/09/12</u>	Skip to the botto	om of the last page.
Entity is a Non	-Profit:	☐ Yes	_ No		
Entity Type:	Corporat	tion (any type)	☐ Joint Venture	☐ LLC	☐ Partnership (any type)
	☐ Sole Pro	prietor	Other (specify):		
Address:					

Provide your e-mail address and/or fax number in order to receive notices regarding this form by e-mail or fax.

State:

Fax:

City:

Phone:

E-mail:

Doing	Business	Data	Form
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EIN/TIN	
Latin/ Lilv.	•

Page 2 of 4

Section 2: Principal Officers

Please fill in the required identification information for each officer listed below. If the entity has no such officer or its equivalent, please check "This position does not exist." If the entity is filing a Change Form and the person listed is replacing someone who was previously disclosed, please check "This person replaced..." and fill in the name of the person being replaced so his/her name can be removed from the *Doing Business Database*, and indicate the date that the change became effective.

Chief Executive Officer (CEO) or equivalent officer		This position does not exist	
The highest ranking officer or manager, such Chairperson of the Board.	n as the Presid	ent, Executive Di	rector, Sole Proprietor or
First Name:	MI:	Last:	
Office Title:			
Employer (if not employed by entity):			
Birth Date (mm/dd/yy):			
Home Address:			
This person replaced former CEO:			
Chief Financial Officer (CFO) or equiv	alent officer		This position does not exist
The highest ranking financial officer, such as	s the Treasurer	r, Comptroller, Fir	nancial Director or VP for Finance.
First Name:	MI:	Last:	
Office Title:			
Employer (if not employed by entity):			
Birth Date (mm/dd/yy):			
Home Address:			
This person replaced former CFO:			on date:
Chief Operating Officer (COO) or equi	valent office	r	This position does not exist
The highest ranking operational officer, such Operations.	n as the Chief F	Planning Officer, l	Director of Operations or VP for
First Name:	MI:	Last:	
Office Title:			
Employer (if not employed by entity):			
Birth Date (mm/dd/yy):			
Home Address:			
This person replaced former COO:			on date:

Doing	Business	Data	Form
-------	-----------------	------	------

EIN/TIN:	

Page 3 of 4

Section 3: Principal Owners

Please fill in the required identification information for all individuals who, through stock shares, partnership agreements or other means, **own or control 10% or more of the entity**. If no individual owners exist, please check the appropriate box to indicate why and skip to the next page. If the entity is owned by other companies, those companies do **not** need to be listed. If an owner was identified on the previous page, fill in his/her name and write "See above." If the entity is filing a Change Form, list any individuals who are no longer owners at the bottom of this page. If more space is needed, attach additional pages labeled "Additional Owners."

There are no owners listed because (sele	ect one):		
The entity is not-for-profit Other (explain):		No individual owner holds 10% or more shares in the	entity
Principal Owners (who own or control 10	% or more of t	the entity):	
First Name:	MI:	Last:	
Office Title:			
Employer (if not employed by entity):			
		Phone #:	
Home Address:			
First Name:	MI:	Last:	
Office Title:			
		Phone #:	
Home Address:			
First Name:	MI:	Last:	
Office Title:			
		Phone #:	
Home Address:			
Remove the following previously-reporte	d Principal Ow	wners:	
Name:	-	Removal Date:	
Name:			
Name:		Removal Date:	

Doing	Business	Data	Form
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EIN/TIN:

Page 4 of 4

Section 4: Senior Managers

Please fill in the required identification information for all senior managers who oversee any of the entity's relevant transactions with the City (e.g., contract managers if this form is for a contract award/proposal, grant managers if for a grant, etc.). Senior managers include anyone who, either by title or duties, has substantial discretion and high-level oversight regarding the solicitation, letting or administration of any transaction with the City. At least one senior manager must be listed, or the Data Form will be considered incomplete. If a senior manager has been identified on a previous page, fill in his/her name and write "See above." If the entity is filing a Change Form, list individuals who are no longer senior managers at the bottom of this section. If more space is needed, attach additional pages labeled "Additional Senior Managers."

Senior Managers:				
First Name:	_ MI:	_ Last:		
Office Title:	72		e 	
Employer (if not employed by entity):	3 			
Birth Date (mm/dd/yy):	_ Home P	none #:		
Home Address:				
First Name:	MI:	Last:		
Office Title:			ik .	
Employer (if not employed by entity):				
Birth Date (mm/dd/yy):				
Home Address:				
First Name:	MI:	Last:		
Office Title:				
Employer (if not employed by entity):				
Birth Date (mm/dd/yy):	_ Home P	hone #:		
Home Address:				
Remove the following previously-reported Se	nior Mana	gers:		
Name:				
Name:			Removal Date:	
	Certificat	ion	# H	
I certify that the information submitted on these four pages and additional pages is accurate and complete. I understand that willful or fraudulent submission of a materially false statement may result in the entity being found non-responsible and therefore denied future City awards.				
Name: Armand Pohan	31 31			
Signature: Annual Pl	D	ate:6/	5/15	
Entity Name: Port Imperial Ferry Corp. d/b/a NY Wate				
Title: Chairman	Wo	ork Phone #:	201-902-8780	

Return the completed Data Form to the agency that supplied it.

Certificate of No Change Form

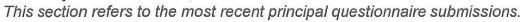


- Please fill in all the fields and DO NOT leave any field blank.
- Please submit two completed forms. Copies will not be accepted.
- Please send both copies to the agency that requested it, unless you are advised to send it directly to the Mayor's Office of Contract Services (MOCS).
- A materially false statement willfully or fraudulently made in connection with this certification, and/or the failure to conduct appropriate due diligence in verifying the information that is the subject of this certification, may result in rendering the submitting entity non-responsible for the purpose of contract award.
- A materially false statement willfully or fraudulently made in connection with this certification may subject the person making the false statement to criminal charges

PAUL S. GOODMAN	, being duly sworn, state that I have read
Enter Your Name	
as identified on page one of this form and certify changed. I further certify that, to the best of my	knowledge, information and belief, those answers best of my knowledge, information, and belief,
principal questionnaire(s) and any submission of	mitting vendor that the information contained in the of change identified on page two of this form have ue, to the best of my knowledge, to be full, complete
Lunderstand that the City of New York will rely	on the information supplied in this certification as

additional inducement to enter into a contract with the submitting entity.

Principal Questionnaire





Principal Name	Date of signature on last full Principal Questionnaire	Date(s) of signature on Changed Submission (if applicable)
1 WILLIAM WACHTEL	03/19/2013	A 200 5 A
2 PAUL GOODMAN	03/19/2013	
3	* .	
4	e e a	
5		
6	**	
Check if additional changes were sub	mitted and attach a document with the	e date of additional submissions.
Certification This section is rec This form must be signed and notarize Certified By: PAUL S. GOODMAN		opies will not be accepted.
Name (Print)		3
CEO		
Title	State of the same	
BILLYBEY FERRY COMPANY, LLC		
Name of Submitting Entity		6/12/15
Signature		Date
Notarized By:	Tina Marie Hannigan Notary Public of New Jer My Commission Expires on 08,	sey
Managa_ Notary Public	County License Issued	License Number
Sworn to before me on: 6/12	115	

Date

Certificate of No Change Form

cl



Please fill in all the fields and DO NOT leave any field blank.

Please submit two completed forms. Copies will not be accepted.

Please send both copies to the agency that requested it, unless you are advised to send it directly to the Mayor's Office of Contract Services (MOCS).

A materially false statement willfully or fraudulently made in connection with this certification, and/or the failure to conduct appropriate due diligence in verifying the information that is the subject of this certification, may result in rendering the submitting entity non-responsible for the purpose of contract award.

A materially false statement willfully or fraudulently made in connection with this certification may subject the person making the false statement to criminal charges

ARMAND POHAN	, being duly sworn, state that I have read
Enter Your Name	
nd understand all the items contained in the vendor o	
s identified on page one of this form and certify that a	
nanged. I further certify that, to the best of my knowl	ledge, information and belief, those answers
e full, complete, and accurate; and that, to the best	of my knowledge, information, and belief,
ose answers continue to be full, complete, and accu	rate.
addition. I further certify on behalf of the submitting	vendor that the information contained in the

principal questionnaire(s) and any submission of change identified on page two of this form have not changed and have been verified and continue, to the best of my knowledge, to be full, complete and accurate.

I understand that the City of New York will rely on the information supplied in this certification as additional inducement to enter into a contract with the submitting entity.

Vendor Questionnaire This section is required.

This refers to the vendor questionnaire(s) submitted for the vendor doing business with the City.

	- *
Name of Submitting Entity: PORT IMPERIAL FERRY CORP. d/b/a NY	WATERWAY
Vendor's Address: 4800 Avenue at Port Imperial, Weehawken, NJ	07086-7142
	· V 4:
Vendor's EIN or TIN: Requesting Agency:	NYCEDC
Are you submitting this Certification as a parent? (Please circle one)	Yes No
Signature date on the last full vendor questionnaire signed by the sub	omitting vendor: <u>10/06/2014</u>
Signature date on changed submission, if applicable, for the submitting	ng vendor:N/A

Principal Questionnaire



This section refers to the most recent principal questionnaire submissions.

	Date of signature	Date(s) of signature on
Principal Name	on last full Principal Questionnaire	Changed Submission (if applicable)
1 ARTHUR E. IMPERATORE, SR.	10/02/2014	N/A
2 ARMAND POHAN	10/06/2014	N/A
3 ARTHUR E. IMPERATORE, JR.	10/06/2014	N/A
1 INDIA H. IMPERATORE	10/06/2014	N/A
5	-	at he frage of the
6		
Check if additional changes were s	ubmitted and attach a document with the	e date of additional submissions
	5	
N-4161-41-4-41-4		
Certification This section is r	'equired. ized. Please complete this twice. C	Copies will not be accepted
mo form made be digned and notar	izoa. 1 lodgo domplete tine twice. e	opios viii not so accoptos.
Certified By:		The state of the state of
ARMAND POHAN	2	
Name (Print)		(e) 5
CHAIRMAN		8
Title		
PORT IMPERIAL FERRY CORP. d	/b/a NY WATERWAY	
Name of Submitting Entity)		
All		06/05/2015
Signature	^	Date
Notarized By:		en en e
Marian & Intario	BERGEN	2391233
Notary Public MAUREEN L. LaFASO My Commission expires 11/19	County License Issued	License Number
	ne 5, 2015	a 8
Date	1	



New York City Economic Development Corporation

Internal Background Investigation Questionnaire

THIS FORM IS FOR:

Contracts under \$100,000, Land Sales, Leases, Licenses, Permits, NYCIDA Projects and any Discretionary Reviews

New York City Economic Development Corporation • New York City Industrial Development Agency • Apple Industrial Development Corp. 110 William Street, New York, NY 10038

NSTRUCTIONS FOR COMPLETING NYCEDC INTERNAL BACKGROUND INVESTIGATION QUESTIONNAIRE

- -Please submit, with this Questionnaire, the organizational documents for the submitting business entity
- For purposes of completing this Questionnaire, the following defined terms shall have the meanings given to them below (unless provided otherwise with respect to specific questions in the Questionnaire):

Ņ

with that other Person. "Affiliate" - A Person is "affiliated with" or an "affiliate" of another Person if the Person controls, is controlled by or is under common control

"Applicant" – The submitting business entity.

"Control" – A Person controls another Person if the Person (i) owns ten percent (10%) or more of the voting interest or has a ten percent (10%) or greater ownership interest in that other Person or (ii) directs or has the right to direct the management or operations of that other Person or (iii) is a member of that other Person's Board of Directors*.

whatever titles known, and all other executive officers of Applicant. "Executive Officer" - Any individual who serves as chief executive officer, chief financial officer, or chief operating officer of the Applicant, by

"Family Member" – With respect to a particular Person, includes spouse, children, grandchildren, parents, parents-in-law, brothers, sisters, brothers-in-law, sisters-in-law, and all family members living in the same household as such Person (except if such individuals are minors).

"Person" - Any individual, corporation, partnership, joint venture, sole proprietorship, limited liability company, trust or other entity

Questionnaire, "Principal" - each of the following Persons is a Principal of the Applicant and must be identified in Section B, Part I on page 2 of the

- Executive Officers
- Persons that "Control" the Applicant
- For Limited Liability Companies, ALL members
- For Partnerships, ALL general partners and ALL partners performing on the contract or able to bind the Partnership

^{*}For a not-for-profit corporation, ONLY the Chairperson of the Board of Directors and any director who is also an employee of Applicant needs to be considered for purposes of determining "Control" under this clause (iii).

Refer to attached instruction sheet for specific instructions and definitions of terms required to complete this Questionnaire.
This form may be duplicated for additional space. PLEASE COMPLETE THIS QUESTIONNAIRE CAREFULLY AND COMPLETELY.
The following questionnaire is to be completed by Persons desiring to do business with the New York City Economic Development Corporation or the New York City industrial Development Agency or Apple Industrial Development Corp.

BUSINESS FAX: (212) 564-0584 BUSINESS TELEPHONE: (201) 902-8700 BUSINESS ADDRESS: 4800 AVENUE AT PORT IMPERIAL BUSINESS NAME: BILLYBEY FERRY COMPANY, LLC TYPE OF ENTITY: FERRY SERVICE BUSINESS BUSINESS E-MAIL: LILOIA@NYWATERWAY.COM WEEHAWKEN _EIN/SSN: State Z 07086 Zip Code

SECTION B

I. PRINCIPALS OF APPLICANT

PRINCIPAL NAME	TITLE	HOME ADDRESS	PERCENTAGE OF VOTING INTEREST	PERCENTAGE OF OWNERSHIP	DATE OF BIRTH	SOCIAL SECURITY NUMBER/EMPLOYER IDENTIFICATION NUMBER
(1) WILLIAM WACHTEL	OWNER					
(2) PAUL GOODMAN	Owner/CEO					
(3)			%	%		
(4)			%	%		
(5)			%	%		

II. FAMILY MEMBERS OF EACH INDIVIDUAL PRINCIPAL

Note: Only the following Family Members need to be identified in this Section B. Part II:

- Spouse
- Family Members who are employed by, are officers of or have a less than 10% voting or ownership interest in the Applicant
- Family Members who are directly or indirectly providing services and/or supplies with respect to the subject project (e.g. consultants, subcontractors, suppliers or an employee thereof)

PRINCIPAL NAME	IMMEDIATE FAMILY MEMBER	RELATIONSHIP TO PRINCIPAL	HOME ADDRESS
(1)			
ANN WACHTEL			
(2)			
KAREN GOODMAN			
(3)			
(4)			
(5)			

YES

--

- Does the Applicant or any Principal have any Affiliates? If yes, please identify the Affiliates, with SSN/EIN and respective addresses, and describe the nature of the affiliation, on the following page.
- Ņ is any Subject Person currently the subject of any bankruptcy or similar proceedings? If yes, please explain on the following page. "Subject Person" and collectively, the "Subject Persons") been adjudicated bankrupt or placed in receivership, filed bankruptcy, or In the past 7 years, has the Applicant, any Principal, or any entity affiliated with the Applicant (each of the foregoing individually, a
- ယ state and local regulatory agency proceedings) other than a domestic relations proceeding (e.g., divorce, separation, support, alimony, maintenance, adoption, custody)? If yes, please identify all adjudicated, settled and pending lawsuits on the following In the past 5 years, has any Subject Person been a plaintiff or defendant in any civil proceeding (including any court and federal,
- 4 In the past 5 years, has any Subject Person or any Family Member identified in Section B. Part II (a "Subject Family Member"):
- with the City of New York or any governmental agency? If yes, please explain on the following page. been disqualified as a bidder, or defaulted or terminated, on a permit, license, concession, franchise, lease, or other agreement
- City charges or fines, including but not limited to water and sewer charges and administrative fees? If yes, please explain on the failed to file any required tax returns or to pay any applicable federal, state, or New York City taxes or other assessed New York following page.
- Çī other than the name or number provided in response to Section A or Section B, Part I or II of this Questionnaire or provided in In the past 10 years, has any Subject Person or any Subject Family Member used an EIN, SSN, name, trade name, or abbreviation response to question 1 above, as the case may be? If yes, please specify on the following page.
- ဂ managerial employee of Applicant: In the past 5 years, has any Subject Person, any Subject Family Member, any Affiliate of any Subject Family Member or any
- investigative agency) and/or investigation by any governmental agency (including, but not limited to federal, state and local regulatory agencies)? If yes, please explain on the following page. been the subject of any criminal investigation and/or civil anti-trust investigation (by any federal, state or local prosecuting or
- domestic relations proceeding or motor vehicle proceeding? If yes, please explain on the following page had any judgment, injunction or sanction obtained against it in any judicial or administrative action or proceeding other than a
- In the past 10 years, has any Subject Person, any Subject Family Member, any Affiliate of any Subject Family Member or any managerial employee of Applicant been convicted, after trial or by plea, of any criminal offense and/or are there any felony or misdemeanor charges pending against any of them? If yes, please explain on the following page

.~

Line			***************************************				P				->	တ္တ
					PROPERTY OWNER			Borough of	Street Address:	Block & Lot(s): N/A	Identify Project Property:	Section C - IDENTIFICATION OF PROPERTY INTERESTS
					BOROUGH		gether with attachr embers have an ow urrent arrears in rea			l/A	roperty:	ION OF PROPERTY
				mencials sinks that Thickness	BLOCK/LOT	PROPERTY	nent(s) hereto, if any nership interest and al estate taxes, sewe					INTERESTS
					STREET ADDRESS	PROPERTY OWNED IN THE CITY OF NEW YORK	The following, together with attachment(s) hereto, if any, is a complete list of properties in which any of the Subject Persons or any of the Subject Family Members have an ownership interest and which are located in the City of New York, together with a statement as to each such property of any current arrears in real estate taxes, sewer rents, sewer surcharges, water charges or assessments due and owning to the City of New York.					in action of the second
					DATE OF PURCHASE		/hich any of the t York, together wit ges or assessmer					
	Omnover the second state of the second state o	Source State of the State of th	Name of the last o		AMOUNT OF ARREARS		Subject Persons in a statement as its due and owning the control of the control o					
					TYPE OF ARREARS		or any of the to each such ng to the City					

The state of the s	
BELOW PROVIDE A DETAILED EXPLANATION TO ALL QUESTIONS CHECKED "YES". IF YOU NEED MORE SPACE, PHOTOCOPY THIS PAGE AND ATTACH IT TO THIS QUESTIONNAIRE.	INDICATE QUESTION #
ed)	Section C (Continued)

04-04

CERTIFICATION

A FALSE STATEMENT WILLFULLY OR FRAUDULENTLY MADE OR ANY FALSE INFORMATION WILLFULLY OR FRAUDULENTLY SUBMITTED IN CONNECTION WITH THIS QUESTIONNAIRE MAY RESULT IN RENDERING THE APPLICANT NOT RESPONSIBLE WITH RESPECT TO THE PRESENT SUBJECT THE PERSON MAKING THE FALSE STATEMENT TO CRIMINAL CHARGES. INDUSTRIAL DEVELOPMENT AGENCY, APPLE INDUSTRIAL DEVELOPMENT CORP. AND THE CITY OF NEW YORK AND, IN ADDITION, MAY PROJECT OR FUTURE PROJECTS INVOLVING THE NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION, THE NEW YORK CITY

, being duly sworn, state that I have read and understand the items contained in the foregoing 8 pages of this questionnaire and 0 pages of attachments, if any, and that, having made due inquiry, I supplied full, complete, and truthful answers to each item therein to the best of my knowledge, information and belief; that I will notify the New York City Economic Development Corporation, the New York the best of my knowledge, information and belief. I understand that the New York City Economic Development Corporation, the New York City after the submission of this Questionnaire and before (i) the execution of any contract or agreement with any of them and/or the City of New York and City Industrial Development Agency, or Apple Industrial Development Corp., as the case may be, in writing of any change in circumstance occurring Questionnaire as an inducement to enter into a contract or agreement and to close a transaction with the Applicant. Industrial Development Agency, or Apple Industrial Development Corp., as the case may be, will rely on the information supplied by me in this transaction with the New York City Industrial Development Agency, the closing of the transaction; and that all information supplied by me is true to (ii) in the case of an agreement to purchase or enter into a ground lease for real property and/or a financing through or straight lease or retention

Sworn to me Notary Public 12 Day of JUN Tina Marie Hannigan

Notary Public of New Jersey My Commission Expires on 08/15/2017

BILLYBEY FERRY COMPANYLLC

Name of Applicant

Signature of Authorized Person

PAUL GOODMAN, CEO

Print Name and Title of Authorized Person

04-04



New York City Economic Development Corporation

Internal Background Investigation Questionnaire

THIS FORM IS FOR:

Contracts under \$100,000, Land Sales, Leases, Licenses, Permits, NYCIDA Projects and any Discretionary Reviews

New York City Economic Development Corporation • New York City Industrial Development Agency • Apple Industrial Development Corp. 110 William Street, New York, NY 10038

NSTRUCTIONS FOR COMPLETING NYCEDC INTERNAL BACKGROUND INVESTIGATION QUESTIONNAIRE

- ٠. Please submit, with this Questionnaire, the organizational documents for the submitting business entity.
- N For purposes of completing this Questionnaire, the following defined terms shall have the meanings given to them below (unless provided otherwise with respect to specific questions in the Questionnaire):
- with that other Person "Affiliate" - A Person is "affiliated with" or an "affiliate" of another Person if the Person controls, is controlled by or is under common control
- "Applicant" The submitting business entity.
- "Control" A Person controls another Person if the Person (i) owns ten percent (10%) or more of the voting interest or has a ten percent (10%) or greater ownership interest in that other Person or (ii) directs or has the right to direct the management or operations of that other Person or (iii) is a member of that other Person's Board of Directors*.
- whatever titles known, and all other executive officers of Applicant. "Executive Officer" – Any individual who serves as chief executive officer, chief financial officer, or chief operating officer of the Applicant, by
- "Family Member" With respect to a particular Person, includes spouse, children, grandchildren, parents, parents-in-law, brothers, sisters, brothers-in-law, sisters-in-law, and all family members living in the same household as such Person (except if such individuals are minors).
- "Person" Any individual, corporation, partnership, joint venture, sole proprietorship, limited liability company, trust or other entity
- "Principal" each of the following Persons is a Principal of the Applicant and must be identified in Section B, Part I on page 2 of the Questionnaire.
- Executive Officers
- Persons that "Control" the Applicant
- For Limited Liability Companies, ALL members
- For Partnerships, ALL general partners and ALL partners performing on the contract or able to bind the Partnership

^{*}For a not-for-profit corporation, <u>ONLY</u> the Chairperson of the Board of Directors and any director who is also an employee of Applicant needs to be considered for purposes of determining "Control" under this clause (iii).

	USINESS	TYPE OF ENTITY: FERRY SERVICE BUSINESS	BUSINESS TELEPHONE:
Zip Code	State	City	
07086	Z	WEEHAWKEN	BUSINESS ADDRESS: 4800 AVENUE AT PORT IMPERIAL
		ATERWAY EIN/SSN:	BUSINESS NAME: PORT IMPERIAL FERRY CORP. D/B/A NY WATERWAY
	lete this Questionnaire.	and definitions of terms required to comp	Refer to attached instruction sheet for specific instructions and definitions of terms required to complete this Questionnaire
	Y AND COMPLETELY.	MPLETE THIS QUESTIONNAIRE CAREFULL	This form may be duplicated for additional space. PLEASE COMPLETE THIS QUESTIONNAIRE CAREFULLY AND COMPLETELY
orporation or the	y Economic Development C	siring to do business with the New York Ci ial Development Corp.	The following questionnaire is to be completed by Persons desiring to do business with the New York City Economic Development Corporation or the New York City Industrial Development Agency or Apple Industrial Development Corp.

SECTION B

BUSINESS FAX:

BUSINESS E-MAIL: pohan@nywaterway.com

I. PRINCIPALS OF APPLICANT

4		%	%		· · ·	(5)
						(4) India H. Imperatore
					Exec. VP	(3) Arthur E. Imperatore, Jr.
					Chairman	(2) Armand Pohan
					President	(1) Arthur E. Imperatore, Sr.
SOCIAL SECURITY NUMBER/EMPLOYER IDENTIFICATION NUMBER	DATE OF BIRTH	PERCENTAGE OF OWNERSHIP	PERCENTAGE OF VOTING INTEREST	HOME ADDRESS	TITLE	PRINCIPAL NAME

II. FAMILY MEMBERS OF EACH INDIVIDUAL PRINCIPAL

Note: Only the following Family Members need to be identified in this Section B. Part II:

- Spouse
- Family Members who are employed by, are officers of or have a less than 10% voting or ownership interest in the Applicant
- Family Members who are directly or indirectly providing services and/or supplies with respect to the subject project (e.g. consultants, subcontractors, suppliers or an employee thereof)

The state of the s			3
			(5)
			(4)
			(3)
			(2) Marian Imperatore
			(1) Nancy Rieger
HOME ADDRESS	RELATIONSHIP TO PRINCIPAL	IMMEDIATE FAMILY MEMBER	PRINCIPAL NAME

NO YES

- Does the Applicant or any Principal have any Affiliates? If yes, please identify the Affiliates, with SSN/EIN and respective addresses, and describe the nature of the affiliation, on the following page.
- ? is any Subject Person currently the subject of any bankruptcy or similar proceedings? If yes, please explain on the following page. In the past 7 years, has the Applicant, any Principal, or any entity affiliated with the Applicant (each of the foregoing individually, a "Subject Person" and collectively, the "Subject Persons") been adjudicated bankrupt or placed in receivership, filed bankruptcy, or
- ငှပ alimony, maintenance, adoption, custody)? If yes, please identify all adjudicated, settled and pending lawsuits on the following state and local regulatory agency proceedings) other than a domestic relations proceeding (e.g., divorce, separation, support, In the past 5 years, has any Subject Person been a plaintiff or defendant in any civil proceeding (including any court and federal,
- In the past 5 years, has any Subject Person or any Family Member identified in Section B. Part II (a "Subject Family Member"):
- with the City of New York or any governmental agency? If yes, please explain on the following page. been disqualified as a bidder, or defaulted or terminated, on a permit, license, concession, franchise, lease, or other agreement
- failed to file any required tax returns or to pay any applicable federal, state, or New York City taxes or other assessed New York City charges or fines, including but not limited to water and sewer charges and administrative fees? If yes, please explain on the
- Ċī response to question 1 above, as the case may be? If yes, please specify on the following page. other than the name or number provided in response to Section A or Section B, Part I or II of this Questionnaire or provided in In the past 10 years, has any Subject Person or any Subject Family Member used an EIN, SSN, name, trade name, or abbreviation
- ပ် In the past 5 years, has any Subject Person, any Subject Family Member, any Affiliate of any Subject Family Member or any managerial employee of Applicant:
- investigative agency) and/or investigation by any governmental agency (including, but not limited to federal, state and local regulatory agencies)? If yes, please explain on the following page. been the subject of any criminal investigation and/or civil anti-trust investigation (by any federal, state or local prosecuting or
- had any judgment, injunction or sanction obtained against it in any judicial or administrative action or proceeding other than a domestic relations proceeding or motor vehicle proceeding? If yes, please explain on the following page
- 7. In the past 10 years, has any Subject Person, any Subject Family Member, any Affiliate of any Subject Family Member or any misdemeanor charges pending against any of them? If yes, please explain on the following page managerial employee of Applicant been convicted, after trial or by plea, of any criminal offense and/or are there any felony or

Section B (Continued)
INDICATE BELOW PROVIDE A DETAILED EXPLANATION TO ALL QUESTIONS CHECKED "YES". IF YOU NEED MORE SPACE, QUESTION # PHOTOCOPY THIS PAGE AND ATTACH IT TO THIS QUESTIONNAIRE.

	 ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			***************************************				and the same of th		S
		:	PROPERTY OWNER		 The following, to Subject Family M property of any c of New York. 	Borough of	Street Address:	Block & Lot(s): N/A	Identify Project Property:	Section C - IDENTIFICATION OF PROPERTY INTERESTS
			вокоисн		gether with attachm lembers have an ow surrent arrears in rea		· · · · · · · · · · · · · · · · · · ·	V/A	roperty:	ION OF PROPERTY
			вгоск/гот	PROPERTY (ent(s) hereto, if any nership interest and Il estate taxes, sewe					INTERESTS
			STREET ADDRESS	PROPERTY OWNED IN THE CITY OF NEW YORK	The following, together with attachment(s) hereto, if any, is a complete list of properties in which any of the Subject Persons or any of the Subject Family Members have an ownership interest and which are located in the City of New York, together with a statement as to each such property of any current arrears in real estate taxes, sewer rents, sewer surcharges, water charges or assessments due and owning to the City of New York.	and advant design constraints.	Last Western Transport			
***			DATE OF PURCHASE		which any of the York, together wit 'ges or assessme					
			AMOUNT OF ARREARS		Subject Persons h a statement as nts due and owni					
× ••			TYPE OF ARREARS		or any of the to each such ng to the City					* * * * * * * * * * * * * * * * * * *

PROVIDE A DETAILED RESPONSE TO ALL QUESTIONS CHECKED "YES" ON THE FOLLOWING PAGE

NO YES

- ္ပ In the past 5 years, has any Subject Person or any Subject Family Member, been a former owner of the Project Property?
- 4. Is any Subject Person or any Subject Family Member a tenant of the City of New York? If yes, please list below; Agency, Borough, Block, Lot, Account Number, Monthly Rent, and Current Balance.
- Ņ Has any Subject Person or any Subject Family Member previously purchased property from the City of New York? If yes, please list below; Agency, Borough, Block, Lot, Sale Date, Parcel Number, and Closing Date.
- ဂ္ဂ Does any Subject Person or any Subject Family Member have a mortgage with the City of New York? If yes, please list below; Agency, Borough, Block, Lot, Account Number, Principal Amount, Monthly Installment, and Current Balance.

04-04

CERTIFICATION

CONNECTION WITH THIS QUESTIONNAIRE MAY RESULT IN RENDERING THE APPLICANT NOT RESPONSIBLE WITH RESPECT TO THE PRESENT PROJECT OR FUTURE PROJECTS INVOLVING THE NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION, THE NEW YORK CITY A FALSE STATEMENT WILLFULLY OR FRAUDULENTLY MADE OR ANY FALSE INFORMATION WILLFULLY OR FRAUDULENTLY SUBMITTED IN SUBJECT THE PERSON MAKING THE FALSE STATEMENT TO CRIMINAL CHARGES. INDUSTRIAL DEVELOPMENT AGENCY, APPLE INDUSTRIAL DEVELOPMENT CORP. AND THE CITY OF NEW YORK AND, IN ADDITION, MAY

City Industrial Development Agency, or Apple Industrial Development Corp., as the case may be, in writing of any change in circumstance occurring questionnaire and __ pages of attachments, if any, and that, having made due inquiry, I supplied full, complete, and truthful answers to each item therein to the best of my knowledge, information and belief; that I will notify the New York City Economic Development Corporation, the New York Industrial Development Agency, or Apple Industrial Development Corp., as the case may be, will rely on the information supplied by me in this the best of my knowledge, information and belief. I understand that the New York City Economic Development Corporation, the New York City transaction with the New York City Industrial Development Agency, the closing of the transaction; and that all information supplied by me is true to (ii) in the case of an agreement to purchase or enter into a ground lease for real property and/or a financing through or straight lease or retention after the submission of this Questionnaire and before (i) the execution of any contract or agreement with any of them and/or the City of New York and , Armand Pohan , being duly sworn, state that I have read and understand the items contained in the foregoing 8 pages of this

My commission expires 11/19/19 MAUREEN L. LaFASO This Questionnaire as an inducement to enter into a contract or agreement and to close a transaction with the Applicant. Notary Public of New Sworn to me _ Day of _June Jersey Signature of Authorized Person Name of Applicant PORT IMPERIAL FERRY CORP

Print Name and Title of Authorized Person

Armand Pohan, Chairman

Date

4-04

AFFIDAVIT OF UNITED STATES CITIZENSHIP OF BILLYBEY FERRY COMPANY, LLC

I, Paul Goodman, of 25 West 81st Street, New York, New York, 10024, being duly sworn depose and say:

- 1. That I am the Chief Executive Officer of Billybey Ferry Company, LLC, a limited liability company organized and existing under the laws of the State of Delaware with offices at 459 12th Avenue, New York, New York 10018.
- 2. That I am authorized by and on behalf of said Company to execute and delivery this affidavit of U.S. Citizenship.
- 3. That Billybey Ferry Company, LLC is a member managed limited liability company, which has no directors.
- 4. That the names, dates of birth and places of birth of the current Chairman and Manager, the Chief Executive Officer and the Secretary of the Company are as follows:

<u>Name</u>	<u>Title</u>	Date of Birth Place of Birth
Paul S. Goodman	Chief Executive Officer	
William B. Wachtel	Chairman and Manager	
Lorenzo Vanore	Secretary	

and that each of said individuals is a citizen of the United States by virtue of birth in the United States, birth abroad of U.S. citizen parents, by naturalization, by naturalization during minority through the naturalization of a parent, by marriage (if a woman) to a U.S. citizen prior to September 22, 1922, or as otherwise authorized by law and that the Company does not have any directors.



6. That each Amended and Restated Limited Liability Company Agreement of the Company and the Limited Liability Company Agreement of BBHC provides that any officer of the Company who is not a citizen of the United States is not authorized to act, and may not act, in the absence or disability of the Chairman, Chief Executive Officer or President of the Company.

- 7. That 100 percent of the interest in the Company and in BBHC, as established by the data hereinbefore set forth, is owned by citizen of the United States, that title to 100 percent of the membership interests of said Company and BBHC are vested in citizens of the United States free from any trust or fiduciary obligation in favor of any person not a citizen of the United States; that 100 percent of the voting power of the Company and BBHC is vested in citizens of the United States; that through no contract or understanding is it so arranged that more than 25 percent of the voting power of the Company or BBHC may be exercised, directly or indirectly, in behalf of any person who is not a citizen of the United States; and that by no means whatsoever is control of any interest in said Company in excess of 25 percent conferred upon or permitted to be exercised by any person who is not a citizen of the United States.
- 8. That I have carefully examined this Affidavit and assert that all the statements and representations contained therein are true to the best of my knowledge, information, and belief.

Dated: June 10, 2015

Paul S. Goodman Chief Executive Officer

On the 10th day of June, in the year 2015, before me, the undersigned, a Notary Public in and for New Jersey state, personally appeared Paul S. Goodman, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his capacity, and that by his signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

Notary Public Tina Marie Hannigan
Notary Public Of New Jersey
My Commission Expires on 08/15/2017

My commission expires on

PENALTY FOR FALSE STATEMENT: A fine or imprisonment, or both, are provided for violation of the proscriptions contained in 18 U.S.C. 1001 (see also 18 U.S.C. 286, 287).

AFFIDAVIT OF UNITED STATES CITIZENSHIP OF

PORT IMPERIAL FERRY CORP.

I, Armand Pohan, of 1500 Palisade Avenue #12F, Fort Lee, NJ 07024, being duly sworn, depose and say:

- 1. I am the Chairman of Port Imperial Ferry Corp., a Corporation organized and existing under the laws of the State of New Jersey with offices at 4800 Avenue at Port Imperial, Weehawken, NJ 07086.
- 2. I am authorized by and on behalf of said Corporation to execute and deliver this Affidavit of U.S. Citizenship.
- 3. Port Imperial Ferry Corp. is a Corporation which has three directors: Arthur E. Imperatore, Sr., Armand Pohan and Arthur E. Imperatore, Jr.
- 4. The names, dates and places of birth of the current Chairman, President and Executive Vice President of the Company are as follows:

Name
Armand Pohan
Arthur E. Imperatore, Jr.

Name
Title
Date of Birth
Place of Birth

Each of said individuals is a citizen of the United States by virtue of birth in the United States.

5.

- 6. By reason of the foregoing, Port Imperial Ferry Corp. is a U.S. citizen owned and operated by U.S. citizens and is authorized to operate such vessels on the navigable waters of the United States.
- 7. I have carefully examined this Affidavit and assert that all the statements and representations contained therein are true to the best of my knowledge, information, and belief.

Armand Pohan Chairman

Sworn and subscribed to before me this

57 day of June, 2015.

MAUREEN L. LaFASO

Notary Public of New Jersey My commission expires 11/19/19



APPENDIX TEN: Support Letters



AFFILIATED WITH THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA . AFL-CIO

SEAFARERS INTERNATIONAL UNION ATLANTIC • GULF • LAKES AND INLAND WATERS 104 BROADWAY • JERSEY CITY, NEW JERSEY 07306 • (201) 434-6000

PRESIDENT
AUGUSTIN TELLEZ
EXECUTIVE VICE PRESIDENT
DAVID HEINDEL
SECRETAR V.TREASURED

MICHAEL SACCO

SECRETARY-TREASURER
GEORGE TRICKER
VICE PRESIDENT

JOSEPH T. SORESI VICE PRESIDENT DEAN CORGEY

NICHOLAS J. MARRONE VICE PRESIDENT

TOM ORZECHOWSKI VICE PRESIDENT

KERMETT MANGRAM VICE PRESIDENT JOHN SPADARO UIW NATIONAL DIRECTOR

June 10, 2015

New York City Economic Development Corporation 110 William Street New York, NY 10038

Re: Billybey Ferry Company Citywide Ferry System Proposal

Ladies and Gentlemen:

I am writing in support of the joint application of Billybey Ferry Company and Port Imperial Ferry Corp. in response to the City's Citywide Ferry System RFP. As you know, Billbey and Port Imperial comprise the NY Waterway ferry operation and are referred to herein as "NY Waterway." The Seafarers International Union ("SIU") has a long and productive history with NY Waterway and has been representing its marine employees for several decades. I am writing to encourage you to give NY Waterway's proposal serious consideration for several reasons:

- The captains and deckhands that operate the NY Waterway vessels are among the
 most professional and highly trained marine operators in New York Harbor. In
 part, this is because the company has for years availed itself of the SIU's state of
 the art training facilities and marine school in Piney Point, Maryland. Here,
 members are given instruction in vessel operation and safety procedures that
 protect the passengers and assets;
- The NY Waterway crews have demonstrated time and again their ability to operate and deliver consistent and reliable passenger ferry service under the most demanding conditions including several large scale emergency evacuations;
- The NY Waterway crews have an unmatched history for providing safe transport for over 200 million ferry passengers. This safety record has been achieved

- through the management and crew's combined commitment to maintaining and operating the company's vessels in the highest and best condition to ensure uninterrupted service;
- The NY Waterway crews are trained and consistently drilled in vessel security, operations ands passenger safety. In partnership with company management our members have received training above and beyond that required by the USCG and other regulatory agencies.
- The NY Waterway Proposal is likely to lead to approximately 90 new union jobs for captains and deckhands that are trained through the well-established protocols of NY Waterway and the SIU.
- Most importantly and consistent with the SIU's workforce participation goals, many of these new jobs will be available to veterans, minority and disadvantaged workers.

In closing, I would like to note that it has been our experience that Billybey Ferry Company and Port Imperial Ferry Corp. share the same commitment to providing successful ferry service that is reliable, safe and consistently meets the operating requirements of its public sector partners. I am confident that the crews, management and equipment necessary to make your effort a success are best provided by NY Waterway.

Fraternally,

Joseph T. Soresi Vice President Atlantic Coast

Seafarers Int'l Union of NA

Yank Marine, Inc.

Custom Boat Design, Building, & Repair
7 Mosquito Landing Road, PO Box 569
Tuckahoe, New Jersey 08250
Phone: (609) 628-2928 Fax: (609) 628-2628

June 10, 2015

Arthur E. Imperatore, Sr. President Port Imperial Ferry Corp. 4800 Avenue at Port Imperial Weehawken, NJ 07086

Paul Goodman Chief Executive Officer BillyBey Ferry Company LLC 4800 Avenue at Port Imperial Weehawken, NJ 07086

RE: Citywide Ferry Service Vessel Construction

Gentlemen:

Thank you for contacting Yank Marine regarding the construction of vessels suitable for deployment on the routes envisioned in the Citywide Ferry Service RFP. As you know and have experienced firsthand, Yank Marine is a full service shipyard capable of building new vessels, rehabilitating and modifying existing vessels and performing general repairs. In fact, we have had the opportunity to perform all of these functions for you and most recently building the new vessels going into service on the Belford route.

After careful consideration and an examination of our current and future commitments, we are confident that we can complete in the time frame you require (i) the construction of the five to eight new vessels necessary to round out the fleet required for the Citywide Ferry Service, by mid-2017 for four of the vessels and mid-2018 for the remaining vessels, (ii) should we be selected pursuant to the RFP process you have described to us with NJ Transit, the repowering and retrofit of the six existing catamarans during 2015 and 2016 and (iii) the repowering and retrofit of the *Bravest* and *Finest* during 2015 and 2016. We are ready to reserve space in our yard for the construction of multiple hulls simultaneously and to meet the aggressive schedule we discussed. Of course, this schedule assumes that you are prepared to move forward in January 2016 after you have secured a commitment from the City of New York.

We look forward to discussing the details of this exciting project with you further in the coming weeks,



APPENDIX ELEVEN: Sample Maintenance Checklist

PM#		Vessel ,			Finish Date		
Eng, Hrs Port	En	g. Hrs Stbd			Gen 1 Hrs		
Assigned Employees					Gen 2 Hrs_		
A STATE OF THE PARTY OF THE PAR	and the second	PORT	STBD		EXCITE OUT	PORT	STBD
MAIN ENGINES							
Coolant, Fuel, Oil Leaks	Check [Racor Filters	Replace		
Engine Oil Sample (S.O.S)	Obtain			Oil Bath Air Filter	Change/Clean		
Engine Oil and Filter	Change			Alternator Belis	Check		
Fuel System Primary Filter	Replace				•		1
Fuel System Secondary Filter	Replace			AIR COMPRESSORS			
Spin Filters	Replace			Frame Oil Level	Chk/Add		
Racor Filters	Replace			Condensate	Drain		
Water & Sediment Fuel tank	Drain			Unusual NoiseNibration	Check		
Crankcase Breathers	Clean			Air Lines & Systems for Leaks	Check		
Batteries Electrolyte Level	Inspect			Air Inlet Filter	Ck/Clean		}
Alternator Belt Accessory drive	inspect			Intercooler Exterior	Clean		
Hoses and Clamps	Inspect			Safety Valves Manually	Operate		1
Engine Air Cleaners	inspect			Oil Contamination	Ck/ Clean		
Air/Exhaust Sys. Connections	CK/ Tight			V-Belt Tension	Check		
Coolant Conditioner Level	Check			Motor Bearings	Ck/Lubricate		1
Coolant Protection Level	Check			Safety valves	Operate		<u> </u>
Hose Conditioner Wear	Check			All Bolts	Tighten/Ck		
Upper Deck Filters	Ck/Replace			_			
TRANSMISSION				STEERING SYSTEM			
Marine Gear - Oil Level	Check [<u> </u>	Hydraulic Oil Tank Level	Check		1
Oil Filter Handle - 1 to 2 rev.	Turn			Valves / Cylinder / Lines - Leaks	Check		
Connections - Oil Leaks	Check			Each Engine Driven Pump	Check		
Air Leaks	Check			Both Valves in Duel Position	Check		
,	21.23tt [Pressure Both Valves In	Check		
GENERATORS				Steering Arms - Tie Rods - Links	Check		
Engine Oil.Coolant level/Leaks	Check			Cylinder Mounting and Bolts	Check		
Fuel Lines/Flexible hoses	Check			Rudder Post Packings	Check		
Turbocharger - Leaks/ Vibration	Check			Rudder Fost Fackings Rudder Angle Indicator	Check		
V-Belts Tension	Check			1 Nacoci / Wigie malesion	Oncon		!
Batteries Electrolyte Level	Inspect			FIRE & BILGE PUMP SYSTEMS			
Tachometer Drive	Lubricate			Fire Pump Operation 60 PSI	Check		
Engine Oil and Filter	Change			Bilge Pump Operation	Check		
Drive Belts - Tension	Ck/Replace		···	Engine Mounted Bilge Pump	Check		1
Limiting Speed Gov.	Onnicpiade			Hoses and Nozzies	Ck/ Grease		
Control Shaft	Lubricate			Piping - Leaks & Corrosion	Check		
Fuel Filter	Replace			Fire Doors and Dampeners	Check		
; ,,,	Lispinot			Fire and Bilge Alarms	Check		
				_			
EMERGENCY LIGHTING				VOIDS AND COMPARTMENTS			
Automatically Activated	Check			Pump Out if Needed / Clean	Perform		
Connection to Battery Charger	Check			Fuel Tank and Piping	Check		
Portable	Check			Water from Fuel Tank	Drain		
MIRCELL AMEGUA				Water Tank and Piping	Check		
MISCELLANEOUS	P			3			

^{***}After performing the PM service you are expected to report ALL the repairs needed on the vessel.

Write them down on the other side of this sheet.

FOLLOW UP REPAIRS NEEDED	
	,
DE TO SERVEY A SECURIOR OF THE PARTY OF THE	
Employee signature (s):	Supervisor Signature:
- Stranger (a).	outer risor organisms.

PM #		Vessel			Start Date		
					rinish yare		
Eng. Hrs Port	E	ng. Hrs Stod			_ Gen i Hrs.		
		Eng. Hrs Aft			Gen 2 Hrs		Service .
Assigned					_	· · · · · · · · · · · · · · · · · · ·	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Employees				A STATE OF THE STA			
THE RESIDENCE OF THE PARTY OF	History and the Control of the Contr	POST	STED	COMMITTEE OF STREET		PORT	STED
MAIN ENGINES				GENERATORS			
Coolant.Fuel, Oil Leaks	Check		0	Engine Oil and Filter	Change		
Engine Oil Sample (S.O.S)	Obtain			Engine Oit.Coolant level/Leaks	Check		
Engine Oil and Filter	Change			Coalant Conditioner/Protection Level	Check		
Fuel System Primary Filter	Replace			Coolant Hoses and Clamps	Check		
Fuel System Secondary Filter	Replace			Cooling Sys. Lines and Flexible Hoses	Ck/ Change		
Spin Filters	Replace			Coolant Fifter and Water Pump	Ck/Change		
Racor Filters	Replace			Heat Exchanger Electrodes	Clean/Replace		
Water & Sediment Fuel tank	Drain			Fuel Filter	Replace	ļ	
Crankcase Breathers	Clean			Fuel System Tank Water / Sediment Fuel Lines and Flexible Hoses	Drain Ck/Change	ļ	
Engine Breather Pipes Batteries Electrolyte Level	Drain Inspect			Recor Fiters	Replace		
Alternator Belt Accessory drive	Inspect			Air Cleaners	Service		
Hoses and Clamps	Inspect			Oil Bath Air Filter	Change / Clean		Ti.
Engine Air Cleaners	Inspect			Air Sys./ Exhaust Sys. Connections	Ck / Tight		
Air/Exhaust Sys. Connections	Ck / Tight			Turbocharger LeaksNibration	Chack		
Coolant Conditioner Level	Check		T.	Tachometer Drive	Lubricate		
Coolant Protection Level	Check			Overspeed Governor	Lubricate		
Hose Conditioner Wear	Check			Drive/Alternator Belts	Ck / Replace		
Upper Deck Filters	Çk / Replace			Alternator Bearings/Brushings	Lubricate		
All Engine Gauges	Check			Limiting Speed Gov. Control Shaft	Lubricate Test/Load/Clean		ļ I
All Engine Electrical Wiring	Check Record			Batteries Batteries Electrolyte Level	Check		
Oil Pressure Hot Oil Pressure @ kille	Record			Emergency Shutdown Operation	Check		
High & Low Engine RPM	Record			Emorgority Chalastin Operation	Onstan	Term State Side Committee State Stat	
Reserve Oil & Coolant Tanks	Fill			AIR COMPRESSORS			
Starter Motor Mounting	Check			Frame Oil	Change		
Stater Air Piping Fittings	Check			Yank Condensate	Drain		
Engine Mount	Ck / Tighten		- 2	Air Lines & Systems for Leaks	Check		
				Air Inlet Filter	Ck/Clean		
TRANSMISSION			-	Intercooler Exterior	Clean		
Marine Gear oil and filter	Change			Safety Valves Manually	Operate		
Oil Filter	Change			Oil Contamination	Ck/ Clean		
Marine Gear Strainer/Breather	Clean			V-Belt Tension/Condition	Check		
Connections Oil Leaks	Check Check			Motor Bearings	Ck/Lubricate	ļ	
Air Leaks Outside of Gear Box	Clean			Safety valves Compressor Valves	Operate Ck/ Clean		
Outside Bolt Connections	Re-tighten			Low Oil Level Switch Operation	Check		
Shift Position Adjustement	Check			high/Low Pressure Cut in Setting	Check		
Shift Cylinder Linkage	Check	-		Air Dryer Operation	Check		1
Coolant Hose and Pipes	Check			Air Dryer Filter	Drain		1
Shaft Packing	Ck/Tighten						
External Moving Parts	Lubricate			PILOT HOUSE			
Output Shaft Seal	Lubricate	<u> </u>		Gauges and Alarms	Check		
MOURE AND COMMISSION				Threttle and Shift Controls	Check		
VOIDS AND COMPARTMENTS		-		Radios, Radar & Intercoms	Check		
Pump Out if Needed Fuel Tank and Piping	Perform Check			Panels, Spot and Flood Lights	Check		
Water from Fuel Tank	Drain			Horns and Bells Windshield and Wipers	Check Check		
Water Tank and Piping	Check			Navigation Lights	Check		
Exhaust Piping and Flanges	Check			Emergency Battery	Check		
				Emergency Lighting	Check		
STEERING SYSTEM				Air Yanks and Alarms	Check		
Hydraulic Oil Tank Level	Check					No. of the last of	
Valves / Cylinder / Lines Leaks	Check						
Each Engine Driven Pump	Check						
Both Valves in Duel Position	Gheck						
Pressure Both Valves in	Check						
Steering Arms Tie Rods Links	Gheck Chook						
Cylinder Mounting and Bolts Rudder Post Packings	Check Check		-				
Rudder Angle Indicator	Check						
Sur mortano.	JA WOOK		-	J.			

***After performing the PM service you are expected to report ALL the repairs needed on the vessel.

Write them down on the other side of this sheet.

	PORT	STBD.		I THE RESERVE	PORT ST	FBD.
FIRE & BILGE PUMP SYSTEMS Fire Pump Operation 60 PSI Bilge Pump Operation Engine Mounted Bilge Pump Hoses and Nozzles Piping Leaks & Corrosion Fire Doors and Dampeners Fire and Bilge Alarms	Check Check Check Ck/ Grease Check Check Check Check Check	VOID Più Fu Wi Wi Ex	IS AND COMPARTMENTS IMPOUT IT Needed of Tank and Piping after from Fuel Tank after Tank and Piping haust Piping and Flanges IELLANEOUS	Perfrom Check Drain Check Check		
EMERGENCY LIGHTING Automatically Activated Connection to Battery Charger Not Portable	Check Check Check	St	ainers "	Clean .		Backette Lock Thomas
FOLLOW UP REPAIRS NEEDED		W) FINE IN	yeard many and	N AP VINCE		815X8
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Employee signature (s):			Supervisor Signature:			

PM #	Vessel			Start Date_		
				Finish Date		
Eng. Hrs Port	Eng. Hrs Sibd			_ Gen 1 Hrs _	·	· · · · · · · · · · · · · · · · · · ·
				_		
	Eng. Hrs Aft			_ Gen 2 Hrs_		
Assigned						
Employees						
		n rais			DODT	CTDD
POLINY OR OTHER SERVINGS	PORT	STED			PORT	STED
MAIN ENGINES			GENERATORS			
Coolant, Fuel, Oil Leaks	Check		Cooling System	Clean		
Engine Oil Sample (S.O.S)	Obtain		Air Box Drain Tube	Ck/Clean		
Engine Oil and Filter	Change		Blower Screen and Gasket	Ck/Clean		
Fuel System Primary Filter	Replace		Crankcase Breather	Wash		
Fuel System Secondary Fifter	Replace		Steel mesh Pad	Wash		
Spin Filters	Replace		Heat Exchanger Core	Ck/Clean		
Racor Filters	Replace		Engine Oil and Filter	Change		
Water & Sediment Fuel tank	Drain		Engine Oil,Coolant level/Leaks	Check		
Crankcase Breathers	Clean		Coolant Conditioner/Protection Level	Check		
Engine Breather Pipes	Drain		Coolant Hoses and Clamps	Check		
Batteries Electrolyte Level	Inspect		Cooling Sys. Lines and Flexible Hoses	Ck/Change		
Alternator Belt Accessory drive	Inspect		Coolant Filter and Water Pump	Ck/Replace	ļ	
Hoses and Clamps	Inspect		Prime on the Raw Water Pump	Check	ļ	
Engine Air Cleaners	Inspect		Heat Exchanger Electrodes	Clean/Change		
Air/Exhaust Sys. Connections	Ck / Tight		Fuel Filter	Replace		
Coolant Conditioner Level	Check		Fuel System Tank Water / Sediment	Drain	<u> </u>	
Coolant Protection Level	Check		Fuel Lines and Flexible Hoses	Ck/Change		
Hose Conditioner Wear	Check		Racor Filters	Replace		
Upper Deck Filters	Ck/Replace		Air Cleaners	Service Change/Clean		
All Engine Gauges	Check		Oil Bath Air Filter Air Sys./ Exhaust Sys, Connections	Ck / Tight	-	
All Engine Electrical Wiring Oil Pressure Hot	- Check Record		Turbocharger Leaks/Vibration	Check		
Oil Pressure @ Idle	Record		Tachometer Drive	Lubricate		
High & Low Engine RPM	Record		Overspeed Governor	Lubricate		
Reserve Oil & Coolant Tanks	Fill		Power Generator Bearing	Lubricate		
Starter Motor Mounting	Check		Drive/Alternator Belts	Ck/Replace		
Stater Air Piping Fittings	Check		Alternator Bearings/Brushings	Lubricate		
Engine Mount	Ck/Tighten		Power Generator Bearing	Lubricate		
			Commutador and Brushes	inspect	-	
TRANSMISSION			Batteries	Test/Load/Clean		
Marine Gear oil and filter	Change		Batteries Electrolyte Level	Check		
Oil Filter Handle	Turn		Emergency Shutdown Operation	Check		
Marine Gear Strainer/Breather	Clean		1	41,441		
Connections Oil Leaks	Check		AIR COMPRESSORS			
Air Leaks	Check		Aftercooler- Air Flow Internally	Clean		
Outside of Gear Box	Clean		Air Filter	Change		
Outside Bolt Connections	Re-tighten		Frame Oil	Change		
Shift Position Adjustement	Check		Tank Condensate	Drain		
Shift Cylinder Linkage	Check		Air Lines & Systems for Leaks	Check		-
Coolant Hose and Pipes	Check		Intercooler Exterior	Clean		
Shaft Packing	Ck/Tighten		Safety Valves Manually	Operate		
External Moving Parts	Lubricate		Cylinder Cooling Fins	Clean		
Output Shaft Seal	Lubricate		V-Belt Tension/Condition	Check		
Safety valves	Operate		Motor Bearings	Ck/Lubricate		
Compressor Valves	Ck/ Clean					
Low Oil Level Switch Operation	Check					
high/Low Pressure Cut in Setting	Check					
Air Dryer Operation	Check					
Air Dryer Filter	Drain					
Cylinder Mounting and Bolts	Check		-			
Rudder Post Packings	Check					

^{***}After performing the PM service you are expected to report ALL the repairs needed on the vessel.

Write them down on the other side of this sheet.

		SWITCHEOARDS AND DISTRIBUTION PANEL	S		
Check	1	Circuits & Electrical Equip. Marked	Check		T
Check					1
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Phillips bearing					1
		CARLE WIRING AND RECEPTACLES			
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	-	Great Content Protection	Check		
		SECTIONS ASIC CONTROL (FINE			
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Contract Con		- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1			1
		Overcurrent Protection	Check		
Check	<u></u>				
ACTION OF PROPERTY AND		Fire Equipment	Check		
Check		Float Lights and Lights	Check		
THE CONTRACT OF THE CONTRACT O		Rafts and Flotation Rings	Check		
Check	į	Railings and Gates	inspect		
		Ground Tackle and Hardware	Check		1
		All Seats and Mounts	Check		
Perform		Ail Bis and Cleats	Check		1
Check		All Interior and Exterior Lights	Check		
Orain		Condition of Windows	Check		
Check		Loose Paneis & Fasteners	1		1
Check					1
Page 15 and 15 a					1
			5775-577		<u> </u>
Check	7	MISCELL AMERICA			
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	Check	Check	Check	Check	Check

^{***}After performing the PM service you are expected to report ALL the repairs needed on the vessel.

Write them down on the other side of this sheet.

FOLLOW UP REPAIRS NEEDED		National Property livers (1981)			

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				CONTRACTOR	
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				THE RESERVE OF THE PARTY OF THE	
The second of th		V V V V V V V V V V V V V V V V V V V			
					No.
	A STREET, SQUARE, SQUA			- V issili	
Employee signature (s):			Supervisor Signature:		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,

PM-04A

PfA #		Vessel			Start Date	
Eng. Hrs Port	tion .	g. Hrs Stbd			Finish Date	
Eng. ris ruit		g. ms awn_			Gentines	
	ı	Eng. Hrs Aft			Gen 2 Hrs	
Assigned						
Employees			-			
THE RESERVE AND ADDRESS OF THE PARTY OF THE	mail - and in-united bridges	FORT	STED	AND RESIDENCE OF THE PERSON NAMED IN	- PARTONIA	PORT STED
MAIN ENGINES				GENERATORS		
Engine Valve Lash	Ck/ Adjust				01	
Engine Valve Rotators	Inspect			Cooling System Air Box Drain Tube	Clean	
Injection Nozzles	Clean/Test/Exchange			Blower Screen and Gasket	Ck/Clean Ck/Clean	
Cooling System Coolant	Flush/Change			Crankcase Breather	Uk/Clean Wash	
Thermostat	Replace			Steel mesh Pad	wash Wash	
Turbocharger	Ck/Rebuild/Exchange			Heat Exchanger Core	Ck/Clean	
Jacket Water Pump	Ck/Change			Engine Oil and Filter	Change	
Sea (Raw) Water Pump	Ck/Change			Engine Oit Coolant level/Leaks	Change	
Engine Mounts	Inspect			Coolant Conditioner/Protection Level	Check	
Cranshali Vibration Damper	Inspect			Coolant Hoses and Clamps	Check	
PAR Analysis	Obtain			Cooling Sys. Lines and Flexible Hoses	Ck/Change	
Engine Speed Sensors	Inspect/Clean			Coolant Filter and Water Pump	CivReplace	
Overspeed Monitoring System	Test			Prime on the Raw Water Pump	Chrephace	,
Coolant,Fuel, Oil Leaks	Check			Heat Exchanger Electrodes	Clean/Change	
Engine Oil Sample (S.D.S)	Obtain			Fuel Filter & Recor Filters	Replace	1
Engine Oil and Filter	Change			Fuel System Tank Water / Sediment	Drain	
Fuel System Primary Filter	Replace			Fuel Lines and Flexible Hoses	Ck/Change	
Fuel System Secondary Filter	Replace			Air Cleaners	Service	
Spin Filters	Replace			Oil Bath Air Fitter	Change/Clean	
Racor Fillers	Replace			Air Sys./ Exhaust Sys. Connections		
Water & Sediment Fuel tank	Drain			Turbocharger Leaks/Vibration	Ck / Tight Check	
Crankoase Breathers	Clean			Vachometer Drive	Lubricate	
Engine Breather Pipes	Drain			Overspeed Governor	Lubricate	
Batteries Electrotyte Level	Inspect	1		Power Generator Bearing	Lubricate	
Alternator Belt Accessory drive	inspect			Drive/Allemator Belts	Ck/Replace	
Hoses and Clamps	Inspect			Atternator Bearings/Brushings	Lubricate	
Engine Air Cleaners	Inspect			Power Generator Bearing	Lubricate	
Air/Exhaust Sys. Connections	Ck / Tight			Commutator and Brushes	Inspect	
Hose Conditioner Wear	Check			Batteries	Test/Load/Clean	
Upper Deck Filters	Ck/Replace			Batteries Electrotyte Level	Check	
All Engine Gauges	Check			Emergency Shuldown Operation	Check	
All Engine Electrical Wining	Check			Commutator	Clean	
Oil Pressure Hot	Record			Engine Mounting Paris & Botts	Ck/Tighten	
Oil Pressure @ Idie	Record			Crankcase Pressure	Check	
High & Low Engine RPM	Record			Air Box Check Valves	Ck/Clean	
Reserve Oil & Coolant Tanks	Fill			Ventating Screens	Clean	
Starter Motor Mounting	Check			Windings Oil/moisture/dust	Clean	-
Stater Air Piping Fittings	Check			Terminal Connections	Ck / Tighten	
Engine Mount	Ck/Tighten			Prime Mover & Governor RPM	Check	
			A STATE OF THE PARTY OF THE PAR	Alternator Rated Output	Check	
				Ground Straps Connection		
				& Conductivity	Gheck	

^{***}After performing the PM service you are expected to report ALL the repairs needed on the vessel.

Write them down on the other side of this sheet.

		PORTI STED		HALL SON BUILDING	PORT STE
TRANSMISSION			AIR COMPRESSORS		
Flexible Coupling Rubber			Aftercooler- Air Flow-Internally	Claan	
Components, Cracks & Embrittler	Check		Air Filter	Change	
Flexible Mountings of Eng. And			Compressor Oil	Change	
Gear Box Cracks & Embrittlement	Check		Frame Oil	Change	
Clutch Discs	Check		Tank Condensate	Drain	
Gearing	Check		Air Lines & Systems for Leaks	Check	
Oil Pump	Check		Intercooler Exterior	Clean	
Control Unit	Check		Safety Valves Manually	Operate	
Indicator Devices	Re-Adjust		Cyfinder Cooling Fins	Clean	
Oil Cooler	Clean		V-Belt Tension/Condition	Check	
Marine Gear oil and filter	Change		Motor Bearings	Ck/Lubricate	i
Oil Filter Handle	Turn		Safety valves	Operate	
Marine Gear Strainer/Breather	Clean		Compressor Valves	Ck/ Clean	
Connections Oil Leaks	Check		Low Oil Level Switch Operation	Check	
Air Leaks	Check		1	Check	
			high/Low Pressure Cut in Setting		
Outside of Gear Box	Clean		Air Dryer Operation	Check	
Outside Bolt Connections	Re-Tighten		Air Dryer Filter	Drain	
Shift Position Adjustement	Check		Cylinder Mounting and Bolts	Check	
Shift Cylinder Linkage	Check		Rudder Post Packings	Check	
Coolant Hose and Pipes	Check		Rudder Angle Indicator	Check	
Shaft Packing	Ck/Tighten				
External Moving Parts	Lubricațe		SWITCHEOARDS AND DISTRIBUTION PAI		
Output Shaft Seal	Lubricete		Circuits & Electrical Equip, Marked	Check	
			Protective Covering	Check	
STEERING SYSTEM	5	-	Drip Shield Over All Panels	Check	
Hydraulic Oil Tank Level	Check		Overcurrent Protection	Check	
Valves / Cylinder / Lines Leaks	Check		Rubber Floor Matting Present	Check	
Each Engine Driven Pump	Check				
Both Valves in Duel Position	Check		CABLE, WRING, AND RECEPTACLES		
Pressure Both Valves In	Check		Wire Condition	Check	
Steering Arms Tie Rods Links	Check.		Splices	Check	
			Connectors	Check	
FIRE & BILGE PUMP SYSTEMS			Supports Every 24"	Check	
Service Valves	Perform		Overcurrent Protection	Check	
Sea Chest Valve (Dry Dock Ifem)	Check			****	L
Fire Pump Operation 60 PSI	Check		MOTORS AND CONTROLLERS		
Bilge Pump Operation	Check		Relays	Check	
- , ,	Check		¬i '		
Engine Mounted Bilge Pump Hoses and Nozzles	Ck/ Grease		Switches Overcurrent Protection	· Check	
			Overcurient Protection	GIRCK	L
Piping - Leaks & Corrosion Fire Doors and Dampeners	Check Check		UPPER AND LOWER DECKS & CABINS		
,			-		
Fire and Bilge Alarms	Check		Fire Equipment	Gheck	
Bearings/Frame	Grease		Float Lights and Lights	Check	
- Managaran da Maria			Rafts and Flotation Rings	Check	
EMERGENCY LIGHTING			Railings and Gates	Inspect	
Automatically Activated	Check		Ground Tackle and Hardware	Check	
Connection to Battery Charger	Chack		All Seats and Mounts	Check	<u> </u>
Not Portable	Check		All Bits and Cleats	Check	
AND THE RESERVE OF THE PARTY OF			All Interior and Exterior Lights	Check	
VOIDS AND COMPARTMENTS		,	Condition of Windows	Check	
Pump Out if Needed	Perform		Loose Panels & Fasteners	Ck/Tighten	
Fuel Tank and Piping	Check		Operation of Heads	Check	
Water from Euel Tank	Drain		Doors and Latches	Check	
Water Tank and Piping	Check				
Exhaust Piping and Flanges	Check		HEADS		
			Air-Operated Flush Valve	Lubricate	

PM-05A

^{***}After performing the PM service you are expected to report ALL the repairs needed on the vessel.

Write them down on the other side of this sheet.

The same of the sa	POR	81BQ	PORT STB
PRIMARY POWER LIGHTS		BLOWERS	particular de la companya del companya de la companya del companya de la companya
Main Cábin Lights	Check	Pressure Test	Perform
Pilot House Lights	Check	Damper Operation	Check
Engine Room Lights	Çheck	Bearing	Lubricate
Deck Lights	Check	Buildup of foreign material	Ck / Clean
		Vibration and Wear	Check
PLOT HOUSE			
Gauges and Alarms	Check	RADAR	
Throttle and Shift Controls	Check	Loosened /Corroded Boits	Check
Radios, Radar & Intercoms	Check	Antenna Cables Condition	Check
Panets, Spot and Flood Lights	Check	Display Unit Connections Tightness	Check
Horns and Gells	Check	Ground Terminal	
Windshield and Wipers	Check	Tightness/Corrosion	Check
Navigation Lights	Check		
Emergency Battery	Check	FURNACE	and the second s
Emergency Lighting	Check	Oli Supply Line Filter	Replace
Air Tanks and Alarms	Check	Pump Strainer	Clean
	#PO-DO-DATE OF A PARTY OF THE P	Nozzle	Replace
MSCELLANEOUS		Electrodes	Clean/Ck/ Replace
Flags if Tom or Dirty	Replace	Air Setting	Reset
Food Counter & Outlets	Chack	Draft; Smoke and Combustion	Check
Sirainers	Clean	Transformer cables & connectors	Inspect
A/C Filler	Change	Cad cas, blower and air control	Clean
		Chimney and pipes soot accum.	Inspect [

^{***}After performing the PM service you are expected to report ALL the repairs needed on the vessel.

Write them down on the other side of this sheet.

FOLLOW UP REPAIRS (NESCISO)
Employee signature (s):
Employee signature (s): Supervisor Signature:



APPENDIX TWELVE: Certificates of Inspection

VESSELS

BILLYBEY-OWNED VESSELS:

- BROOKLYN
- CHRISTOPHER COLUMBUS
- DOUGLAS GURIAN
- EMPIRE STATE
- ENDURING FREEDOM
- FATHER MYCHAL JUDGE
- FIORELLO LAGUARDIA
- FRANK SINATRA
- FRED V. MORRONE
- GARDEN STATE
- HOBOKEN
- JOHN STEVENS
- PETER WEISS
- U.S. SENATOR FRANK R. LAUTENBERG
- YOGI BERRA

PIFC-OWNED VESSELS:

- ABRAHAM LINCOLN
- ADMIRAL RICHARD E. BENNIS
- ALEXANDER HAMILTON
- AUSTIN TOBIN
- BAYONNE
- BRAVEST
- CAPT. MARK SUMMERS (WEST NEW YORK)
- CONGRESSMAN ROBERT A. ROE
- FINEST
- GEORGE WASHINGTON
- GOVERNOR THOMAS H. KEAN
- HENRY HUDSON
- JERSEY CITY
- MOIRA SMITH
- PORT IMPERIAL MANHATTAN
- PORT IMPERIAL NEW JERSEY
- ROBERT FULTON
- THOMAS JEFFERSON



United States of America Department of Homeland Security United States Coast Guard

Certification Date: Expiration Date: IMO Number: 11 Apr 2012 11 Apr 2017

Vessel Nac	ne		Character (Senior Senior Constitution Consti	Official Number	Call Sign		Sarviçe	
BROOM	KLYN			1125849	WDA 81	90	Passen	ger (Inspected)
Halling Por WEEH, NJ	awken		:	Hou meterial Aluminum	Horsepower 2400		Propulsion Diesel (Outdrive
Place Built SITKA,	AK			Delivery Date Oate Keel Laid 04Jun2002 10Dec2001	Gross Tons R-82 I=	Net Tons R-65 I-	DWT	Langth R-78.5
Owner BILLY 4800 A WEEL	D STATES BEY FERRY CAVENUE AT POTAWKEN, NJ 0000000000000000000000000000000000	ORT IMP		Operator PORT IMPERIAL FER FOOT OF PERSHING WEEHAWKEN, NJ 07 UNITED STATES	ROAD	TTT a man an initial season and specific for a section of the season and seas		
				censed and unlicense) HSC type rating, and	•		vhich the	re must be
	1 Master 0 Chief Mate 0 2nd Mate/Oi0 0 3rd Mate/OI0	:NW	© Mester & 1st Class pilot © Mete & 1st Class Pilot © Lic. Mate/OICNW © 1st Class Pilot		r(s) n/ROANW	O Chief Engineer O 1st Asst. Engr/2 O 2nd Asst. Engr/ O 3rd Asst. Engr. O Lie. Engr.	3rd Engr.	QMED/Rating Offers
	lition, this vess persons allowe		rry 150 passengers,	3 other persons in crev	w, 0 perso	ns in addition to	crew, and	no others.
I. VESSE WHEN PRIOR THREE	akes, Bas El Is not R OPERATING TO THE ME I (3) MILES OPERATING VESSEL MAY	rs, an EQUIRED FROM M MORIAL FROM D BETWEEN	O TO CARRY PRIMA DUTAUK POINT, NE DAY WEEKEND THR LAND ON LIMITED	Limited Coast RY LIFESAVING EQU W YORK TO CAPE MA OUGH OCTOBER 31, COASTWISE ROUTE. ROUGH THE FRIDAY ONE (1) MILE FROM	JIPMENT AY, NEW THE VES FRIOR T	IAW 46CFR180 JERSEY BETWE SEL MAY NOT O THE MEMORI	EN THE OPERATI	FRIDAY E MORE THAN WEEKEND,
	E NEXT PAGE		cation having been con	ATE INFORMATION***	IY, the Office			
With t	YORK certified	f the vess	sei, in all respects, i s i n nder.	Pottion into with the abi	_			
With the NEW regula	YORK certified ations prescribe	d the vess ed thereu		This certificate issued	i by: 🕡	CDR, USCG, BY	Y DÎRECT	ION .



Department of Homeland Security United States Coast Guard

Certificate of Inspection

Certification Date: 11Apr2012

BROOKLYN

THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 16. WHEN MORE THAN 16 PERSONS WEIGHING LESS THAN 90 POUNDS ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL BE PROVIDED SO THAT THE VESSEL HAS APPROVED LIFE PRESERVERS SUITABLE FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS.

WEEN THE UPPER DECK IS RESTRICTED FROM PASSENGER ACCESS, AND THE TOTAL NUMBER OF PASSENGERS ALLOWED ONBOARD IS 99, THE REQUIRED CREW IS 1 MASTER AND 1 DECKHAND.

IF THE VESSEL IS AWAY FROM THE DOCK, OR PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN A 24 HOUR PERIOD AN ALTERNATE CREW SHALL BE PROVIDED.

WHEN UNDERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL SHALL BE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUALIFIED TO SERVE AS A PILOT IN ACCORDANCE WITH 46 CFR 15.812.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	30Apr2014	11Apr2012	16Apr2010
Internal Structure	30Apr2014	11Apr2012	16Apr2010

---Stability---

Letter	Approval	Date /	/	17May2012	Office/	CG MSC

---Lifesaving Equipment---

7	Number	Person	8 .	Required
Total Equipment for		0	Life Preservers (Adult)	15.6
Lifeboats (Total)	Ò	()	Life Preservers (Child)	16
Lifeboats(Port)*	0	0	Ring Buoys (Total)	3
Lifeboats(Starbd)*	0	0	With Lights*	1
Motor Lifeboats*	0	0	With Line Attached*	1
Lifeboats W/Radio*	0	O	Other*	1
Rescue Boats/Platforms	0:	0	Immersion Suits	10
Inflatable Rafts	Q.	0	Portable Lifeboat Radios	0
Life Floats/Buoyant App	Q.	0	Equipped with EPIRE?	Yes
Inflatable Bouyant App(IBA)	0	O-	<pre>(* included in totals)</pre>	

---Fire Fighting Equipment---

Number of Fireman Outfits/ 9 Number of Fire Pump
--

Hose information

Qty	Diameter	Length
1	1.5	75
Qty 1 1	1.5	50



Department of Homeland Scourity United States Coast Guard

Certificate of Inspection

BROOKLYN

Certification Date: 11Apr2012

Fixed Extinguishing Systems

Capacity

100

Carbon Dioxide

100

Carbon Dioxide

7 4

Halocarbon (Formerly: FM 200, FE241)

Halocarbon (Formerly: FM 200, FE241)

Halocarbon (Formerly: FM 200, FE241) Stbd Generator

Space Protected Port Engine Room Stbd Engine Room

Oil Fired Heater Room

Port Generator

Fire Extinguishers - Hand portable and semi-portable

Qty

4

Class Type

9

B-I B-11

END



United States of America Department of Homeland Security United States Coast Guard ertification Date: 07 Jul 2010 Expiration Date: 07 Jul 2015 IMO Number:

Certificate of Inspection

Fore	hipa on Interna	tional voyage	s this certificate fulfills the rec	ulrements of SOLAS 74 as amo	ended, regul	ation V/14, for a SAF	E MANNING	9 DOCUMENT.
Vessel No.	bme STOPHER COLUMBUS		0ffdel Number 1100520	tall Sign WDA926	all Sign VDA9262		ger (Inspected)	
Melling Por WEEH, NJ	AWKEN			Hull Malarial Aluminum	Horsepower 2400		Propusion Diesel Outdrive	
PIACA BUIL SITKA, UNITE	AK D STATES			Delivery Data Date Keel Laid 15Aug2000	Gross Tons R-62 L	Net Tons R-63 (-	DWT	Lengh R-78.5 -
Owner BILLY 110 E/ NEW				OPERATOR OF PERSHING ROAD WEEHAWKEN NJ 07087 UNITED STATES				,
				icensed and unlicensed 0 HSC type rating, and			which th	ere must be
	1 Master		Master & 1st Class pirot	Radio Officer(s)		Chief Engineer		QMED/Rating
			Mate & 1st Glass Pilot Lic. Mate/OICNW 1st Class Pilot	Able-Seamen/RSANW 1st Asst. Engr Ordinary Seamen 2nd Asst. Engr 3 Deckhands 3rd Asst. Engr Lic. Engr.			_	Gilera
Total p	ersons allow	red; 157	arry 150 passengers, ons of Operation:	3 other persons in crew	, 0 perso	ns in addition to	crew, an	d no others.
				Limited Coastw				
VESSEL	IS NOT	REQUIRE	TO CARRY PRIMA	RY DIFESAVING EQUI	PMENT I	AW 46CFR180.	.207 (C)	AND (D).
PRIOR	TO THE M	EMORIAL		Y YORK TO CAPE MAY DUGH OCTOBER 31, T CASTWISE ROUTE:				
WHEN OPERATING BETWEEN NOVEMBER 01 THROUGH THE ERIDAY PRIOR TO THE MEMORIAL DAY WEEKEND, THE VESSEL MAY NOT OPERATE MORE THAN ONE (1) MILE FROM SHORE ON LAKES, BAYS AND SOUNDS ROUTE.								
SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION								
SECTO	R NEW YO	RK certifia	d the vessel, in all resp	npleted at Weehawken, t ects, is in conformity with	VJ, the Of the appli	ficer in Charge, I cable vessel ins	Marine In pection la	spection, aws and the
			ed thereunder.	This partitional halfards			-H	
Date	Zone	A/P/Q	y Reinspections Signature	This certificate lasted by				
=	Service States	-	u u	GARY M. MES	SMER. C	DR, USĆG, BY	DIRECTI	ON
Les.	-	-	-		Otdear In Charg	a, Marine Inspection		
		-		SECTOR NEV	V YORK	I		



Department of Homeland Security United States Coast Guard

Certificate of Inspection

CHRISTOPHER COLUMBUS Certification Date: 07Jul2010

THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 16. WHEN MORE THAN 16 PERSONS WEIGHING LESS THAN 90 POUNDS ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL BE PROVIDED SO THAT THE VESSEL HAS APPROVED LIFE PRESERVERS SUITABLE FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS.

WHEN THE UPPER DECK IS RESTRICTED FROM PASSENGER ACCESS, AND THE TOTAL NUMBER OF PASSENGERS ALLOWED ONBOARD IS 99, THE REQUIRED CREW IS 1 MASTER AND 1 DECKHAND.

IF THE VESSEL IS AWAY FROM THE BOCK, OR PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN A 24 HOUR PERIOD AN ALTERNATE CREW SHALL BE PROVIDED.

WHEN UNDERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL SHALL BE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUALIFIED TO SERVE AS A PILOT IN ACCORDANCE WITH 46 CFR 15.812.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRUCTS AND ROUTE LIMITATIONS.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	30Nov2011	10Nov2009	30Nov2007
Internal Structure	30Nov2011	10Nov2009	30Nov2007

---Stability---

Letter	Approval	Date	1	21Sep2000
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Office/ MSC

---Lifesaving Equipment---

		Number	Person	\$	Required
İ	Total Equipment for		0	Life Preservers (Adult)	1.57
1	Lifeboats(Total)	0	0	Life Preservers (Child)	16
-	Lifeboats(Port)*	Ō.	0	Ring Buoys (Total)	3
1	Lifeboats(Starbd)*	0	0	With Lights*	1
I	Motor Lifeboats*	0	0	With Line Attached*	1
ĺ	Lifeboats W/Radio*	0	0	Other*	1.
ŀ	Rescue Boats/Platforms	1	0	Immersion Suits	Ø
į	Inflatable Rafts	0	0	Portable Lifeboat Radios	ũ
	Life Floats/Buoyant App	0	Ö	Equipped with EPIRE?	Yes
i	Inflatable Bouyant App (IBA)	0	0	(* included in totals)	200

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0

Number of Fire Pumps/ 1

Hose information

Qty 1	Diameter	Length
1	1.5	75
1	1,5	Other



Certificate of Inspection

Certification Date: 07Juj2010

CHRISTOPHER COLUMBUS

Fixed Extinguishing Systems

1.00

Agent Carbon Dioxide

100

Carbon Dioxida

Space Protected

STBD MAIN ENGINE COMPARTMENT

PORT MAIN ENGINE COMPARTMENT

Fire Extinguishers - Mand portable and semi-portable Qty Class Type

A-II

Qty 2 1

B-I

6

B-II

END



Certification Date: 03 Jan 2012
Expiration Date: 03 Jan 2017
IMO Number:

Certificate of Inspection

Vessel Name DOUGLAS B GURIAN		Official Number 1121371	call sign WDA66		service Passen	ger (Inspected
HEIRIG PORT WEEHAWKEN NJ	A	Holl Material Aluminum	Натваромаг 1800		Propulsion Diese (Dutdrive
Place Built SITKA, AK	The second secon	Delivery Date Pate Keel Laid 05Jan2002 26Apr2001	Gross Tens R-55 -	Not Tons R-44 -	DWT	tength R-649
UNITED STATES		***				
OWNER BILLYBEY FERRY COMPAN 4800 AVENUE AT PORT IMI WEEHAWKEN NJ 07086 UNITED STATES		NEW YORK WATERY 4800 AVENUE AT PO WEEHAWKEN NJ 070 UNITED STATES	RT IMPER	IIAL.		
This vessel must be manne	ed with the following	licensed and unlicense	ed person	nel. Included in w	hich the	ere must be
D certified lifeboatmen, 0 1 Master	Master & 1st Class pilot	O Radio Officer				
0 Chief Mate	0 Mate & 1st Class Pilot	0 Able Seamer	• •	0 Chief Engineer0 1st Asst. Engr/2nd	F	0 QMED/Ratin
0 2nd Mate/OJCNW	0 Lic. Mate/OICNW	0 Ordinary Sea		0 2nd Asst, Engr/3rd		o Oilers
0 3rd Mate/OICNW	0 1st Class Pilot	1 Deckhands	andi	3rd Asst. Engr.	Eligi.	
		T DOMESTICATION		0 Lic. Engr.		
Route Permitted and ConditionLakes, Bays, are MITTER OPERATING FROM MITTER	nd Sounds plus					
PRIOR TO THE MEMORIAL PHREE (3) MILES FROM	DAY WEEKEND THRO	OUGH OCTOBER 31.	THE VES:	SEL MAY NOT OF	PERATE	MORE THAI
HEN OPERATING BETWEEN THE VESSEL MAY NOT OP	N NOVEMBER 01 TH ERATE MORE THAN (ROUGH THE FRIDAY DNE (1) MILE FROM	PRIOR TO	THE MEMORIAL ON LAKES, BAYS	L DAY 1	weekend, sounds
OUTE.				0	ואמעיי	10 PERSONS
OUTE. HE MINIMUM NUMBER OF EIGHING LESS THAN 90	CHILD SIZE LIFE POUNDS ARE CARRY	PRESERVERS REQUI	RED IS 1 HILD SI2	E LIFE PRESER	RVERS	SHALL BE
OUTE. 'HE MINIMUM NUMBER OF	POUNDS ARE CARR	IED, ADDITIONAL C	RED IS 1 HILD SI2	LU. WHEN MORE SE LIFE PRESER	RVERS	SHALL BE

MESSMER, CDR, USCG, BY DIRECTION

Officer in Charge, Marine Inspection

Inspection Zone

SECTOR NEW YORK



Certificate of Inspection

DOUGLAS B GURIAN

Certification Date: 03Jan2012

PROVIDED SO THAT THE VESSEL HAS APPROVED LIFE PRESERVERS SUITABLE FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS.

IF THE VESSEL IS AWAY FROM THE DOCK, OR PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN A 24 HOUR PERIOD AN ALTERNATE CREW SHALL BE PROVIDED.

WHEN UNDERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL SHALL BE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUALIFIED TO SERVE AS A PILOT IN ACCORDANCE WITH 46 CFR 15.812.

PRIOR TO OPERATING CUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

---Stability---

Letter	Approval	Date	1	01Feb200	2
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Office/ MSC

---Lifesaving Equipment ---

	Number	Person	S	Required
Total Equipment for		0	Life Preservers (Adult)	100
Lifeboats(Total)	0	Q	Life Preservers (Child)	10
Lifeboats(Port)*	0	Q	Ring Buoys (Total)	1
Lifeboats(Starbd)*	0	0	With Lights*	1
Motor Lifeboats*	0	Ö	With Line Attached*	1
Lifeboats W/Radio*	0	0	Other*	0
Rescue Boats/Platforms	1	0	Immersion Suits	0 .
Inflatable Rafts	0	O:	Portable Lifeboat Radios	0
Life Floats/Buoyant App	0	0	Equipped with EPIRB?	Νο
Inflatable Bouyant App(IBA)	0	0	(* included in totals)	

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0 Number

Number of Fire Pumps/ 1

Space Protected

Hose information

4

Qty Diameter Length 1 1.5 75

Fixed Extinguishing Systems

Capacity Agent

100 Carbon Dioxide

Carbon Dioxide Machinery Compartment Halocarbon (Formerly: FM 200, FE241) Generator



Certificate of Inspection

DOUGLAS & GURIAN

Certification Date: 03Jan2012

Fire Extinguishers - Hand portable and semi-portable
Qty Class Type

Qty 1

B-I

3

B-II

END



Certification Date: 97 Dec 2012
Expiration Date: 97 Dec 2017
[MO Number

Certificate of Inspection

Par ships on international vayages this cellificate fullifis the ren	wrements of SOLAS 74 as an	rended, regulation VD4, for a	LSAFE MANNING DOCUMENT
EMPIRE STATE	, Official Humber 997922	Callega WDE9268	^{Savice} Passenger (Inspected)
Maarg Pol WEEHAWKEN NJ	nassad Alummum	Floresprines 1372	Powerm Diesel Reduction
PROFESION SOMERSET, MA UNITED STATES	Dellond Cole - Data Keal Loid (13) eq 1504	Gruss Tiure Het Fava - R-95 - R-65 1-235 - 1-84	१७४ १-७४ इस्स्य
BILLYBEY FERRY COMPANY LLC 4500 AVENUE AT PORT IMPERIAL WEEHAVKEN, NJ 07086 UNITED STATES	PORT IMPERIAL PER 4860 AVENUE AT POI WEEHAWKEN, NJ 079 UNITED STATES	RT IMPERIAL BLVD 986	
This vessel must be manned with the following li B certified lifeboatmen, O certified tankermen, I	censed and unlicensed HSC type rating, and	d personnel, included 0 GMDSS Operators	in which there must be
Master	U Radio Officer O Abla Seamen O Ovdynory Sec 2 Deckhands	s) .0 Chiet Eagin (ROANW .0 Isr Asst. Er	ger O OMEDIKALING grifford Engl V Oilers ngrifford Engli
In addition, this vesset may carry 345 passengers, Total persons allowed: 352	3 other persons in crew	. 0 persons in addition	to crew, and no others.
Roule Permitted and Conditions of OperationLakes, Bays, and Sounds			TV TV DEC NO AND TAKEN
HIT HORE THAN ONE MILE FROM SHORE.			
LIMER HEW YORK BAY INSIDE A LINE DRAWN JEKSEY: DAW ISLAND SOUND INSIDE OF A LIGHT ON BLOCK IBLAND.	FIGE DRAWN BETWEEN FOR THE PROPERTY OF THE PRO	SINT, MEM YORK TO SP MONTAUK FOIST	CHANGY HOOK, DEN LIGHT TO SCUTHEAST
VESSEL IS NOT REQUIRED TO CARRY PRIMAR	ry hifesaving equi	IPMENT FAN 46 CER	180,207 (5).
THE MINIMUM NUMBER OF CHILD SIZE EYES CRILDREN (PERSONS WEIGHING NO POUNDS). ***SEE NEXT PAGE FOR ADDITIONAL CERTIFICA	DE LESSI, ARR CARRI TEINFORMATION***	TEO, MODITIONAL C	HTTD SIZE GIFE
With this Inspection for Certification having been con NEW YORK certified the vessel, in all respects, is in regulations prescribed thereunder	npteted at New York, NY conformity with the appli	, the Officer in Charge, cable vessel inspection	Marke Inspection, SECTOR laws and the rules and
Annual/Periodx/Quarterly Reinspections Date Zone A/P/Q Signature	This certificate issued b	A CONTRACTOR OF THE CONTRACTOR	A NAME OF THE OWNER OWNE
Date Zone AP/Q Signature	GARY M. N	ESSMER, CDR. USCC	BY DIRECTION
	Felian is Charpo, Misse his gener	, SECTOR NEW YOR	RK
	arcinus suo		



Repulsion of Broneland Security British States Coast Chard

Certificate of Inspection

EMPRESSAIR

Man

4. Enfrication Value 97 Jug2012

THE MERVERS SHALL BE CAMPTED SO THAT THE VESSEL HAS AN APPROVED LIFE PRESERVER COLTABLE FOR EACH CHILD ON BURED.

THE REQUIRED CHEN SAALA OF IN ASCONDANCE WITH THE PULLLANDING TABLE:

李森并尽管阿中德和名	MASTEER -	MATE	DECERADO
	DV - 10 - 211 - 100 - 177 - 187	wAA Mon states when	Mar. 100 Aut. 10 Aut. 10 Aut. 10 Aug. 10
0-15C	ι		2
150~200	1	1	3
J[10 1- 32] 2	1	L	ć.

WHEN OPERATING WITH MORE PHAN ONE RUNDRED AND TIFTY (150) FASSANCERS, THE LITTEMSED MATE MAY AR REPLACED BY A SENIOR DECEMBED WHO IS DESIGNATED IN WRITING BY ORE MASTER IN ACCEPTANCE WITH U.S. COAST GUARD MAYIGATION AND INSPECTION CIRCULAR (NVIV) DO. 1501. THE SENIOR DECHARD SHALL BE CAPABLE OF DIRECTING EMERGENCY RESPONSE ACTIONS OF THE VESSEL'S CREW, IN THE EVENT THE MASTER PROCESS INCAPACITATED. THE SENIOR DECKHARD SHALL BE CAPABLE OF RETURNING THE VESSEL SAFELY TO FORT. A COST OF THE DESIGNATION LETTER SHALL DE MAINTAINED ON SCALO THIS VESSEL.

WHEN THE VESSEL IS AWAY FROM THE DUCK, OR MAD PASSENGERS ON HUARD, OR WARD PRESENTED.

HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 13 HOURS IN ANY 24 HOUR FESTOD. AN
AUTERNATE CREW SHALL BE PROVIDED.

WHEN THE UPDER DECK IS RESTRICTED FROM PARKENGER ACCEDS, AND THE TOTAL NUMBER OF FASSENGERS ALLOWED CHECAPIT IS 49, THE REQUIRED CREW IS 1 MARTER AND 1 DECKHAUD.

THE A VESSEL HAS DEMONSTRATED NATISFACTORY MANUEVERABILITY AND IN CAPABLE OF SAFELY RECOVERING A PERSON FROM THE WATER DIRECTLY FROM THE VESSEL/USING A REDCHE PLATFORM. THIS WALVER OF THE REQUIREMENT FOR A BESCUE BOAT IS VALID WITHIN THE NEW YORK MARING INSPECTION SOUR CRUY.

PRIOR TO OPERATING CUTSIDE THE 10 W YORK MARINE IMPRECION ZONE (AS DEFINEZ 33 THE PART A.OS-36). COMMANDE THE COMMIZANT OFFICER IN CHARGE MARINE IMPRECION FOR THE MARINE IMPRECION ZONE IN WAIGH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ADDR. OFFICER OFFICER INTENDS TO OPERATE TO IDENTIFY ADDR. OFFICER

---Hull Exams---

Emam Type	ਅਵਸਤੋਂ ਹੈਸਰਸ਼	Last Exam	Prior Exam
Erydack	31Marc2014	238672012	On May 2014
Internal Structure	Billion Fill to 4	23Har2912	建筑线接受气压 力

---Stability---

Lefter Approval Bate / 21Mar3012

GEFLOOF MSC

---Inspection Status---

'Prossure Vescels'

ı	Type	•	Location	Frevious	Last	村島以上
۱	Air	: ಕ್ರಾಚಕ್ಕಗಳು	ENGLER ROUND	27Aprilulis	25Jan2011	26Jan2014
I	$j\hat{G}_{k-1} \leq$	Receives	ENGINE ACOM	27Api2003	2632942017	26Jan2014



Ball

Department of Hondard Security Limited Street Coast Guard

Certificate of Inspection

1 MPBL SLATT

* * * [J]() * * * *

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778800027				
Lifesaving Equipment				
	, learned segment	For one.	5 \$==	$\mathbb{S}(\exists c_3 \circ_2 \subseteq x \circ_3 c_3)$
total Equipment for		Ú	ilie Ecesecvers(Admit)	75 g
ifebrals (Potal)	Ü	0	Life Preservers (Thild)	3 4
lifeboats(Pott)*			Ring Budys(foral)	in in the second of the second
Liteboats Stated!	3)	Π	With bighter	
betwee Lifeissoff"	0	11	With Line Arrached	1
eliebuats W/Kadior	(3)	Ti.	Orber *	Ī
Forege Coats, Platforms	Ţ	0	lmaersiau Soits	Ú
intiatable Esite	9	Đ.	Postable Liferast Madams	Ú
Lite Floats/Bunyasit App	Ō	Ď.	Equipped with SPIHBY	H
Initiatable Broyant App(LBA)	()	29	(* included in totals)	
Fire Fighting Equips	aent	-		
Mumber of Fireman Tuntity/			Number of Fire Pumps/ 1	
Nose information				
Ouy Giamete: Length				
2 1.5 Other				
*Fixed Extinguishing System	57.7			
Cupacity Agent			Spanis Protes	e 5.2d
284 Halom 17	Q1		MACHENERY A	PATE
*fire Katingwishers - Hand	postabl	ಕ ಕಾಣಕ ಕ	enu-postable.	
[(H, √ Class Tv	pe			
1 Fi-1				



Certification Date: 04 May 2012 Expiration Date: 04 May 2017

IMO Number:

Certificate of Inspection

For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.

Vessel Name				Official Number		Call Sign		Service		
ENDURI	NG FREEDO	MC		1127372		WDA8351		Passenger (Inspected)		
Hailing Fod		· 		Hull Material		Horsepower		Propulsion		
WEEHA	WKEN			Aluminun	n	1800		Diesel (Dutdrive	
NJ										
Place Built				Delivery Date	Date Keel Lald	Gross Tons	Net Tons	DWT	Length	
SITKA, A	٩K			11Jun2002	14Feb2002 ·	R-55 -	R-44 -		R-64.9 -	
UNITED	STATES					1-	1-		3°	
Owner			200.11.41.41.41.41.41.41.41.41.41.41.41.41.	Operator						
BILLYB	EY FERRY (COMPANY	'LLC	PORT IM	IPERIAL FERI	RY CORP				
	VENUE AT F			FOOT O	FPERSHING	ROAD				
WEEHA	WKEN, NJ	07086		.WEEHA\	NKEN, NJ 070	087				
UNITED	STATES			UNITED	STATES					
This ve	ssel must b	e mannec	with the following l	icensed a	nd unlicense	d personn	el. Included in v	which the	re must be	
			ertified tankermen,						N	
	1 Master		0 Master & 1st Class pilot		D Radio Officer		0 Chief Engineer		0 QMED/Rating	
,	0 Chief Mate		0 Mate & 1st Class Pilot		0 Able Seamen	/ROANW	0 1st Asst, Engr/2	2nd Engr.	0 Oilers	
	0 2nd Mate/Ol	CNW	0 Lic. Mate/OICNW		 Ordinary Sea 	men	0 2nd Asst, Engr/	3rd Engr.		
	0 3rd Mate/Ol0	CMA	0 1st Class Pilot		1 Deckhands		0 3rd Asst. Engr.			
							0 Lic. Engr.			
Į	ion, this vess s allowed: 16		rry 97 passengers,	1 other pe	rsons in crew,	0 person	s in addition to c	rew, and	no others. Total	
			ns of Operation:						U MERCATOR AND	
1 tonte i	emmed an	d Condition	па от Орстаноп.							
La	kes, Ba	ys', an	d Sounds plus	Limit	ed Coast	wise	-		•	
WEGGET	. TO NOT I	TACTION	TO CARRY PRIMA	BY T.TER	SAUTNG ROH	TPMENT	TAW 46 CFR. 1	80.205	(E) AND 46	
	0.207 (C)			MIK BILLE	OWATER EGO	TT LITTLE I	1,5300 10 0110 1	.007.500	(2) 12/2 15	
			NTAUK POINT, NE							
			DAY WEEKEND THE	ROUGH OC	TOBER 31,	THE VES	SEL MAY NOT	OPERAT	e more than	
THREE	(3) MILES	S FROM I	LAND.			•	•			
MARKE C	באוד די ול מיזמי	DEPMEEN	NOVEMBER 01 TE	TROHEN T	HE FRIDAY	PRIOR T	O THE MEMORE	TAT. DAY	WEEKEND ON	
			ROUTE, THE VES							
SHORE.		5 5555						•		
SFF	NEXT PAGE	F FOR AD	DITIONAL CERTIFIC	ATE INFO	RMATION					
With th	is Inspection	for Certifi	cation having been co	moleted at	Weehawken.	NJ. the O	fficer in Charge.	Marine In	spection.	
SECTO	OR NEW YO	RK certifie	d the vessel, in all res	pects, is in	conformity wi	th the appl	licable vessel ins	pection k	aws and the rules	
	gulations pre			,,	,		1			
			ly Reinspections	This per	tificate issued	by:	1	<u> </u>	,	
Date	Zone	A/P/Q	Signature	- 1,700		(AI	1,			
-		. +1 /-2	-		GARY M. M	ESSMER	CDR, USCG, B	Y DIRECT	FION	
-	-	-	-				arge, Marine trapaction			
-	-	:-	-		SECTOR N	EW YORK				
	-		_	_		Inspection Z				



Certificate of Inspection

ENDURING FREEDOM

Certification Date: 04May2012

WHEN UNDERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL SHALL BE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUALIFIED TO SERVE AS A PILOT IN ACCORDANCE WITH 46 CFR 15.812.

IF THE VESSEL IS AWAY FROM THE DOCK, OR PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN A 24 HOUR PERIOD AN ALTERNATE CREW SHALL BE PROVIDED.

THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 10. WHEN MORE THAN 10 CHILDREN (PERSONS WEIGHING 90 POUNDS OR LESS) ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL BE CARRIED SO THAT THE VESSEL HAS AN APPROVED LIFE PRESERVER SUITABLE FOR EACH CHILD ON BOARD.

WHEN THE UPPER DECK IS RESTRICTED FROM THE CARRIAGE OF PASSENGERS, THE NUMBER OF REQUIRED DECK HANDS MAY BE REDUCED BY ONE.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams----

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	31May2014	04May2012	11Jun2010
Internal Structure	31May2014	04May2012	11Jun2010

---Stability---

Letter	Approval	Date	1	31Jan2012	Office/	Marine	Safety	Center

---Lifesaving Equipment---

1		Number	Person	5	Required
ŀ	Total Equipment for		D	Life Preservers (Adult)	1.00
I	Lifeboats(Total)	0	Ö	Life Preservers (Child)	10
I	Lifeboats(Port)*	0	0	Ring Buoys (Total)	1
I	Lifeboats(Starbd)*	Q.	0	With Lights*	1
I	Motor Lifeboats*	0	0	With Line Attached*	1
	Lifeboats W/Radio*	0	0	Other*	0
į	Rescue Boats/Platforms	1	1	Immersion Suits	0
Ì	Inflatable Rafts	0	0	Portable Lifeboat Radios	0
I	Life Floats/Buoyant App	0	0	Equipped with EPIRB?	No
١	Inflatable Bouyant App(IBA)	0	0	(* included in totals)	

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0 Number of Fire Pumps/ 1

Hose information

Qty Diameter Length
1 1.5 50



Certificate of Inspection

ENDURING FREEDOM

Certification Date: 04May2012

Fixed Extinguishing Systems

100

Agent

Carbon Dioxide

Halocarbon (Formerly: FM 200, FE241) Generator Box

Space Protected

Engine Room

Fire Extinguishers - Hand portable and semi-portable

Class Type

B-I

1

B-II

 $\star\star\star END\star\star\star$



Certification Date: 01 Jun 2015 Expiration Date: 01 Jun 2020

IMO Number:

Certificate of Inspection

For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.

Vessel Name FATHER MYCHAL JUDGE	Official Number Call Sign 1121369 WDG3566		service Passenger (Inspected)	
Hailing Port WEEHAWKEN NJ	Hull Material Aluminum	Horsepower 1800	Propulsion Diesel Outdrive	
Place Built SITKA, AK UNITED STATES	Delivery Date Date Keel Laid 07Dec2001 23Apr2001	Gross Tons Net Tons R-55 R-44 I- I-	OWT Length R-64,9 I-	
Owner BILLYBEY FERRY COMPANY LLC 4800 AVENUE AT PORT IMPERIAL WEEHAWKEN NJ 07086 UNITED STATES	Operator PORT IMPERIAL FERRY CORP 4800 AVENUE AT PORT IMPERIAL BLVD WEEHAWKEN NJ 07086 UNITED STATES			

This vessel must be manned with the following licensed and unlicensed personnel. Included in which there must be 0 certified lifeboatmen, 0 certified tankermen, 0 HSC type rating, and 0 GMDSS Operators.

Master
 Chief Mate

Master & 1st Class pilot
 Mate & 1st Class Pilot

Radio Officer(s)
 Able Seamen/ROANW

0 Chief Engineer0 1st Asst. Engr/2nd Engr.

0 QMED/Rating 0 Oilers

0 2nd Mate/OICNW

0 Lic. Mate/OICNW

0 Ordinary Seamen

0 2nd Asst. Engr/3rd Engr.

0 3rd Asst, Engr.

0 3rd Mate/OICNW

0 1st Class Pilot

1 Deckhands

0 3rd Asst, Engr 0 Lic. Engr.

In addition, this vessel may carry 98 passengers, 1 other persons in crew, 0 persons in addition to crew, and no others. Total persons allowed: 101

Route Permitted and Conditions of Operation:

---Lakes, Bays, and Sounds plus Limited Coastwise---

WHEN OPERATING FROM MONTAUK POINT, NEW YORK TO CAPE MAY, NEW JERSEY BETWEEN THE FRIDAY PRIOR TO THE MEMORIAL DAY WEEKEND THROUGH OCTOBER 31, THE VESSEL MAY NOT OPERATE MORE THAN THREE (3) MILES FROM LAND ON LIMITED COASTWISE ROUTE.

WHEN OPERATING BETWEEN NOVEMBER 01 THROUGH THE FRIDAY PRIOR TO THE MEMORIAL DAY WEEKEND, THE VESSEL MAY NOT OPERATE MORE THAN ONE (1) MILE FROM SHORE ON LAKES, BAYS AND SOUNDS ROUTE.

VESSEL IS NOT REQUIRED TO CARRY PRIMARY LIFESAVING EQUIPMENT IAW 46CFR180.207 (C) AND (D).

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at New York, NY, the Officer in Charge, Marine Inspection, SECTOR NEW YORK certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

А	nnual/Periodi	c/Quarterl	y Reinspections	This certificate issued by / / //
Date	Zone	A/P/Q	Signature	1 - 1 h. 1 1/1/1/600
-	-	-	-	HEATHER R. MATTERN LCDR, USCG BY DIRECTION
-	-	-	-	Officer in Charge, Marine Inspection
-	_	-	-	SECTOR NEW YORK
-	_	-	-	Inspection Zone





Certificate of Inspection

FATHER MYCHAL JUDGE

Certification Date: 01Jun2015

THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 11. WHEN MORE THAN 11 PERSONS WEIGHING LESS THAN 90 POUNDS ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL BE PROVIDED SO THAT THE VESSEL HAS APPROVED LIFE PRESERVERS SUITABLE FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS.

IF THE VESSEL IS AWAY FROM THE DOCK, OR PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN A 24 HOUR PERIOD AN ALTERNATE CREW SHALL BE PROVIDED.

WHEN UNDERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL SHALL BE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUALIFIED TO SERVE AS A PILOT IN ACCORDANCE WITH 46 CFR 15.812.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	31May2016	05Jun2014	01May2012
Internal Structure	31May2016	05Jun2014	01May2012

---Stability---

Letter	Approval Date	/ 31Jan2012	Office/	Marine	Safety	Center
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---Lifesaving Equipment---

I		Number	Person	s	Required
	Total Equipment for		0	Life Preservers (Adult)	101
1	Lifeboats(Total)	0	0	Life Preservers (Child)	11
İ	Lifeboats(Port)*	0	0	Ring Buoys(Total)	1
Į	Lifeboats(Starbd)*	0 .	0	With Lights*	1
ŧ	Motor Lifeboats*	0	0	With Line Attached*	1
I	Lifeboats W/Radio*	0	0	Other*	0
ı	Rescue Boats/Platforms	1	0	Immersion Suits	0
1	Inflatable Rafts	0	0	Portable Lifeboat Radios	0
ı	Life Floats/Buoyant App	0	0	Equipped with EPIRB?	No
	Inflatable Bouvant App(IBA)	0	0	(* included in totals)	

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0	Number	οf	Fire	Pumps/	1
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Hose information

Length Qty Diameter 1.5

Fixed Extinguishing Systems

Capacity Agent

Carbon Dioxide 100 Halocarbon (Formerly: FM 200, FE241) Generator Space 1500

Space Protected Machinery Compartment



Certificate of Inspection

FATHER MYCHAL JUDGE

Certification Date: 01Jun2015

Fire Extinguishers - Hand portable and semi-portable

Qty

Class Type

×. ~,

B-I

3

B-II

END



Certification Date: 29 Sep 2011
Expiration Date: 29 Sep 2016
IMO Number:

Certificate of Inspection

For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.

		•				
Vessal Name FIORELLO LAGUARDIA		Official Number 1091256	call sign WCZ66			
MEEHAWKEN NJ		Hos Material Aluminum	Horsepower 2400		Propulsion Diesel	Ouldrive
SITKA, AK UNITED STATES		Delivery Date Detected Laid 07Feb2000	Grave Times R-89 14	Not Tons 8-71 -	DWT	Length R-78.5 I-
OWNER BILLYBEY FERRY COMPANY LLC 4800 AVENUE AT PORT IMPERIAL WEEHAWKEN NJ 07086 UNITED STATES		Operator PORT IMPERIAL FI FOOT OF PERSHII WEEHAWKEN NJ (UNITED STATES	NG ROAD 07087			
This vessel must be manned with the following licensed and unlicensed personnel. Included in which there must be 0 certified lifeboatmen, 0 certified tankermen, 0 HSC type rating, and 0 GMDSS Operators.						
1 Master Chief Mate 2nd Mate/OICNW 3rd Mate/OICNW	Master & 1st Class pilot Mate & 1st Class Pilot Lic. Mats/OlCNW 1st Class Pilot	Redio Office Able Searm Ordinary Se 3 Deckhand	an/ROANW eamen	Chief Engineer 1st Asst. Engr/2nd 2nd Asst. Engr/2nd 3rd Asst. Engr. Lic, Engr.		QMED/Railing Ollers
In addition, this vessel may	carry 150 passengers.	3 other persons in c	rew A nerso	ns in addition to	CTRW SD	d no others

In addition, this vessel may carry 150 passengers, 3 other persons in crew, 0 persons in addition to crew, and no others. Total persons allowed: 157

Route Permitted and Conditions of Operation:

---Lakes, Bays, and Sounds plus Limited Coastwise---

THEN OPERATING FROM MONTAUK POINT, NEW YORK TO CAPE MAY, NEW JERSEY BETWEEN THE FRIDAY PRIOR TO THE MEMORIAL DAY WEEKEND THROUGH OCTOBER 31, THE VESSEL MAY NOT OPERATE MORE THAN THREE (3) MILES FROM LAND ON LIMITED COASTWISE ROUTE.

VHEN OPERATING BETWEEN NOVEMBER 01 THROUGH THE FRIDAY PRIOR TO THE MEMORIAL DAY WEEKEND, THE VESSEL MAY NOT OPERATE MORE THAN ONE (1) MILE FROM SHORE ON LAKES, BAYS AND SOUNDS ROUTE.

MESSEL IS NOT REQUIRED TO CARRY PRIMARY LIFESAVING EQUIPMENT IAW 46CFR180.207(C) AND (D).

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this inspection for Certification having been completed at Weehawken, NJ, the Officer in Charge, Marine Inspection, SECTOR NEW YORK certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

	Innual/Period	ic/Quarterl	y Reinspections	This certificate issued by: ////	-
Date	Zone	A/P/Q	Signature	CK Min	
-	-	-	н	GARY M. MESSMER, CDR, USCG, BY DIRECTION	,
_	-	-	w	Officer in Charge, Marine Inspection	
-	-	-	4	SECTOR NEW YORK	
-	-	-		Inspector Zone	



Certificate of Inspection

FIORELLO LAGUARDIA

Certification Date:

THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 16. WHEN MORE THAN 16 PERSONS WEIGHING LESS THAN 90 POUNDS ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL BE PROVIDED SO THAT THE VESSEL HAS APPROVED LIFE PRESERVERS SUITABLE FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS.

WHEN THE UPPER DECK IS RESTRICTED FROM PASSENGER ACCESS, AND THE TOTAL NUMBER OF PASSENGERS ALLOWED ONBOARD IS 99, THE REQUIRED CREW IS 1 MASTER AND 1 DECKHAND.

IF THE VESSEL IS AWAY FROM THE DOCK, OR PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN A 24 HOUR PERIOD AN ALTERNATE CREW SHALL BE PROVIDED.

WHEN UNDERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL SHALL BE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUALIFIED TO SERVE AS A PILOT IN ACCORDANCE WITH 46 CFR 15.812.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICE THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

Exam Type		Next Exam	Last Exam	Prior Exam
Drydeck		308ep2013	19Sep2011	25Jan2010
Internal Structure	,	30Sep2013	19Sep2011	25Jan2010

---Stability---

Getter Approval Date / 23Feb2000

Office/ MSC

---Lifesaving Equipment---

Number Persons)	Required
	ife Preservers (Adult)	157
Lifeboats(Total) 0 0 . L	ife Preservers (Child)	16
Lifeboats(Fort)* 0 0 R	ing Eucys(Total)	3
Lifeboats(Starbd)* 0 0	With Lights*	1
Motor Lifeboats* 0 0	With Line Attached*	1
Lifeboats W/Radio* 0 0	Other*	L '
Rescue Boats/Platforms 1 0 In	mmersion Suits · ()
Inflatable Rafts 0 0 Po	ortable Lifeboat Radios () `
Life Floats/Buoyant App 0 0 Ex	quipped with EPIRB?	řes
Inflatable Bouyant App(IBA) 0 0 (* included in totals)	

---Fire Fighting Equipment--Number of Fireman Outfits/ 0

Number of Fire Pumps/ 1

Hose information

Qty	Diameter	Length
1	1.5	75
1	1.5 .	Other

Fixed Extinguishing Systems



Certificate of Inspection

FIORELLO LAGUARDIA

Certification Date: 29Sep2011

Capacity

100

Agent

Carbon Dioxide

Carbon Dioxide

Space Protected

STBD MAIN ENGINE COMPARTMENT PORT MAIN ENGINE COMPARTMENT

Fire Extinguishers - Hand portable and semi-portable Qty Class Type

Орй

B-II

END



Certification Date: 03 Jun 2011
Expiration Date: 03 Jun 2016
IMO Number:

Certificate of Inspection

For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.

MEEHAWKEN Aluminum 2400 Desel Outdrive NU NU NU NU NU NU NU NU NU NU NU NU NU	Vussol Name FRANK SINATRA	Official Number 1091257	Call Sign WDF298	35	service Passer	nger (Inspected)
SITKA, AK UNITED STATES Dear BILLYBEY FERRY COMPANY LLC 4800 AVENUE AT PORT IMPERIAL FOOT OF PERSHING ROAD WEEHAWKEN, NJ 07085 UNITED STATES UNITED STATES This vessel must be manned with the following licensed and uniformsed personnel. Included in which there must be O certified lifeboatmen, 0 certified tankermen, 0 HSC type rating, and 0 GMDSS Operators. 1 Master Master is Class pilot Chief Mater Master is Class pilot Abio Seamen/ROANW 1 Master is Class pilot Chief Mater Mater is Lices pilot Abio Seamen/ROANW 1 St Asst. Engrized Engr. Chief Mater And Match/Cicrib 1 Addition, this vessel may carry 150 passengers, 3 other persons in crew, 0 persons in addition to crew, and no others. Total persons pilowed: 157 Route Permitted and Conditions of Operation: Lakes, Bays, and Sounds—- LOWER NEW YORK BAY INSIDE A LINE DRAWN FROM ROCKAWAY POINT, NEW YORK TO SANDY HOOK, NEW JERSEY, LONE SLAMD SOUNDS INSIDE OF A LINE DRAWN BETWEEN MONTAUK FOINT LIGHT TO SQUTREAST LIGHT ON BLOCK ISLAMD. VESSEL IS NOT REQUIRED TO CARRY PRIMARY LIFESAVING EQUIPMENT IAW 46 CFR 180.207 (C) AND LANES, BAYS AND SOUNDS ROUTE, VESSEL MAY NOT OPERATE MORE THAN ONE (1) MILE FROM SHORE. WISH his inspection for Certification having been completed at Weehawken, NJ, the Officer in Charge, Marine Inspection, SECTOR NEW YORK certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder. Annual/Periodic/Quartery Reinspections SECTOR NEW YORK Certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder. Annual/Periodic/Quartery Reinspections SECTOR NEW YORK (BERTIFICATE INFORM YORW SECTOR NEW YORK) GARY M, MESSMER, CDR, USCG, BY DIRECTION SECTOR NEW YORK (BERTIFICATE INFORM YORW SECTOR NEW YORK) SECTOR NEW YORK (BERTIFICATE INFORM YORW SECTOR NEW YORK) SECTOR NEW YORK (BERTIFICATE INFORM YORK) SECTOR NEW YORK (BERTIFICATE INFORM YORK) SE	WEEHAWKEN					Outdrive
Desired BILLYBY FERRY COMPANY LLC BILLYBY FERRY COMPANY LLC HOOD AVENUE AT PORT IMPERIAL WEEHAWKEN, NJ 07086 UNITED STATES This vessel must be manned with the following licensed and unilicensed personnel. Included in which there must be certified tankormen, 0 HSC type rating, and 0 GMDSS Operators. 1 Master Mester States Master A 1st Class pilot Chief Mater Mester A 1st Class pilot Asia Seame-WROANW Ather Mester A 1st Class pilot Asia Seame-WROANW Ather Mester Chief Mater Mester A 1st Class pilot Asia Seame-WROANW Ather Mester Chief Mater Mester A 1st Class pilot Asia Seame-WROANW Ather Mester Chief Mater Mester A 1st Class pilot Asia Seame-WROANW Ather Mester Chief Mater Mester A 1st Class pilot Asia Seame-WROANW Ather Mester Chief Mater Mester A 1st Class pilot Asia Seame-WROANW Ather Mester Chief Mater Mester A 1st Class pilot Asia Seame-WROANW Ather Mester Chief Mater Asia Seame-WROANW Ather Mester Chief Mater Mester A 1st Class pilot Asia Seame-WROANW Ather Mester Chief Mater Asia Seame-WROANW Ather Mester Search Asia Seame-WROANW Ather Mester Search Asia Seame-WROANW Ather Mester Search Asia Seame-WROANW Ather Mester Search Asia Seame-WROANW Ather Mester Search Asia Seame-WROANW Ather Mester Search Asia Seame-WROANW Ather Mester Search Asia Seame-WROANW Ather Mester Search Asia Seame-WROANW Ather Seame-WROANW Ather Mester Search Asia Seame-WROANW Ather Seame-WROANW Ather Mester Search Asia Seame-WROANW Ather Seame-WROANW Athe	SITKA, AK	7	R-89	R-71	DWT	R-78,5
O certified lifeboatmen, 8 certified tankormen, 9 HSC type rating, and 0 GMDSS Operators. 1 Master Mete & 1st Class pilot Radio Officer(s) Chief Engineer OMED/Rading Seamen/ROANW 1st Asst. Eng/2nd Engr. Officers 2nd Maste/OICNW 1st Class Pilot Aslo Seamen/ROANW 1st Asst. Eng/2nd Engr. Officers 3nd Maste/OICNW 1st Class Pilot 3 Deckhands 3rd Asst. Eng/2nd Engr. 2nd Asst. Eng/2nd Engr. 2nd Asst. Eng/2nd Engr. 2nd Asst. Eng/2nd Engr. 3rd Asst. Eng/2nd Engr. 2nd Asst. Engr. Lic. Engr. Lic. Engr. In addition, this vessel may carry 150 passengers, 3 other persons in crew, 0 persons in addition to crew, and no others. Total persons allowed: 157 Route Permitted and Conditions of Operation: Lakes, Bays, and Sounds LOWER, NEW YORK BAY INSIDE A LINE DRAWN FROM ROCKAWAY POINT, NEW YORK TO SANDY HOOK, NEW TERSEY; LONG ISLAND SOUND INSIDE OF A LINE DRAWN BETWEEN MONTAOK FOINT LIGHT TO SOUTREAST LIGHT ON BLOCK ISLAND. VESSEL IS NOT REQUIRED TO CARRY PRIMARY LIFESAVING EQUIPMENT LAW 46 CFR 180.207 (C) AND (D). WHEN OPERATING BETWEEN NOVEMBER 01 THROUGH THE FRIDAY PRIOR TO MEMORIAL DAY WEEKEND ON A LAKES, BAYS AND SOUNDS ROUTE, VESSEL MAY NOT OPERATE MORE THAN ONE (1) MILE TROW SHORE. ***SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION*** With this inspection for Certification having been completed at Weehawken, NJ, the Officer in Charge, Marine Inspection, SECTOR NEW YORK certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder. Annual/Periodic/Quarterly Reinspections Data Zone A/P/Q Signature	OWNER BILLYBEY FERRY COMPANY LLC 4800 AVENUE AT PORT IMPERIAL WEEHAWKEN, NJ 07086 UNITED STATES	PORT IMPERIAL FE FOOT OF PERSHIN WEEHAWKEN, NJ O UNITED STATES	G ROAD 17087		•	
Chief Mate 2nd Mate/OIGNW Lic. Mate/OIGNW Lic. Mate/OIGNW Lic. Mate/OIGNW Lic. Mate/OIGNW Lic. Mate/OIGNW Lic. Mate/OIGNW Lic. Mate/OIGNW Lic. Mate/OIGNW Lic. Mate/OIGNW Lic. Mate/OIGNW Lic. Mate/OIGNW Lic. Mate/OIGNW Lic. Mate/OIGNW Lic. Mate/OIGNW Lic. Mate/OIGNW Lic. Mate/OIGNW Lic. Mate/OIGNW Lic. Engr. L	0 certified lifeboatmen, 0 certified tankerme	ng licensed and unlicens n, 0 HSC type rating, ar	ed personn d 0 GMDS	el. Included in S Operators,	n which th	ere must be
Total persons ellowed: 157 Route Permitted and Conditions of Operation: Lakes, Bays, and Sounds LOWER NEW YORK BAY INSIDE A LINE DRAWN FROM ROCKAWAY POINT, NEW YORK TO SANDY HOOK, NEW JERSEY; LONG ISLAND SOUND INSIDE OF A LINE DRAWN BETWEEN MONTAUK FOINT LIGHT TO SOUTREAST LIGHT ON BLOCK ISLAND. VESSEL IS NOT REQUIRED TO CARRY PRIMARY LIFESAVING EQUIPMENT IAW 46 CFR 180.207 (C) AND (D). WHEN OPERATING BETWEEN NOVEMBER 01 THROUGH THE FRIDAY PRIOR TO MEMORIAL DAY WEEKEND ON A LAKES, BAYS AND SOUNDS ROUTE, VESSEL MAY NOT OPERATE MORE THAN ONE (1) MILE FROM SHORE. ***SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION*** With this inspection for Certified the vessel, in all respects, is in conformity with the applicable vessel inspection, sector REW YORK certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder. Annual/Periodic/Quarterly Reinspections Date Zone A/P/Q Signature GARY M. MESSMER, CDR, USCG, BY DIRECTION Officer in Charge, Marine Inspection GARY M. MESSMER, CDR, USCG, BY DIRECTION SECTOR NEW YORK SECTOR NEW YORK	1 Master Master & 1st Class p Chief Mate Mate & 1st Class Pile 2nd Mate/OICNW Lie, Mate/OiCNW	illot Radio Office ot Able Seame Ordinary Se	er(s) en/ROANW amen .	Chief Enginee 1st Asst. Engr 2nd Asst. Eng 3rd Asst. Engr	/2nd Engr. r/3rd Engr,	- 1
LOWER NEW YORK BAY INSIDE A LINE DRAWN FROM ROCKAWAY POINT, NEW YORK TO SANDY HOOK, NEW JERSEY; LONG ISLAND BOUND INSIDE OF A LINE DRAWN BETWEEN MONTAUK POINT LIGHT TO SOUTHEAST LIGHT ON BLOCK ISLAND. VESSEL IS NOT REQUIRED TO CARRY PRIMARY LIFESAVING EQUIPMENT IAW 46 CFR 180.207 (C) AND (D). WHEN OPERATING BETWEEN NOVEMBER 01 THROUGH THE FRIDAY PRIOR TO MEMORIAL DAY WEEKEND ON A LAKES, BAYS AND SOUNDS ROUTE, VESSEL MAY NOT OPERATE MORE THAN ONE (1) MILE FROM SHORE. ***SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION*** With this inspection for Certification having been completed at Weehawken, NJ, the Officer in Charge, Marine Inspection, SECTOR NEW YORK certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder. Annual/Periodic/Quarterly Reinspections Date Zone A/P/Q Signature GARY M. MESSMER. CDR, USCG, BY DIRECTION Officer in Charge, Marine Inspection GARY M. MESSMER. CDR, USCG, BY DIRECTION SECTOR NEW YORK	Total persons allowed: 157 Route Permitted and Conditions of Operation;		ew, O persoi	ns in addition t	o crew, and	d no others.
WHEN OPERATING BETWEEN NOVEMBER 01 THROUGH THE FRIDAY PRIOR TO MEMORIAL DAY WEEKEND ON A LAKES, BAYS AND SOUNDS ROUTE, VESSEL MAY NOT OPERATE MORE THAN ONE (1) MILE FROM SHORE. ***SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION*** With this inspection for Certification having been completed at Weehawken, NJ, the Officer in Charge, Marine Inspection, SECTOR NEW YORK certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder. Annual/Periodic/Quarterly Reinspections Oate Zone A/P/Q Signature GARY M. MESSMER, CDR, USCG, BY DIRECTION Onficer in Charge, Marine Inspection SECTOR NEW YORK	LOWER NEW YORK BAY INSIDE A LINE DE JERSEY; LONG ISLAND SOUND INSIDE OF	RAWN FROM ROCKAWAY	POINT, NE JEEN MONTA	W YORK TO NOK POINT 1	SANDY H LIGHT TO	OOK, NEW SOUTHEAST
SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION With this inspection for Certification having been completed at Weehawken, NJ, the Officer in Charge, Marine Inspection, SECTOR NEW YORK certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder. Annual/Periodic/Quarterly Reinspections Date Zone A/P/Q Signature GARY M. MESSMER, CDR, USCG, BY DIRECTION Officer in Charge, Marine Inspection, SECTOR NEW YORK	VESSEL IS NOT REQUIRED TO CARRY PR:	IMARY LIFESAVING EC	QUIPMENT 3	AW 46 CFR	180.207	(C) AND
With this inspection for Certification having been completed at Weehawken, NJ, the Officer in Charge, Marine Inspection, SECTOR NEW YORK certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder. Annual/Periodic/Quarterly Reinspections Date Zone A/P/Q Signature GARY M. MESEMER, CDR, USCG, BY DIRECTION Officer in Charge, Marine Inspection, SECTOR NEW YORK	WHEN OPERATING BETWEEN NOVEMBER 01 THROUGH THE FRIDAY PRIOR TO MEMORIAL DAY WEEKEND ON A LAKES, BAYS AND SOUNDS ROUTE, VESSEL MAY NOT OPERATE MORE THAN ONE (1) MILE FROM SHORE.					
SECTOR NEW YORK certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder. Annual/Periodic/Quarterly Reinspections Date Zone A/P/Q Signature GARY M. MESSMER, CDR, USCG, BY DIRECTION Officer In Officer in Officer, Marine Inspection SECTOR NEW YORK	***SEE NEXT PAGE FOR ADDITIONAL CERTIF	FICATE INFORMATION**	*			,
Date Zone A/P/Q Signature GARY M. MESSMER, CDR, USCG, BY DIRECTION Officer in Charge, Marine Inspection SECTOR NEW YORK	SECTOR NEW YORK certified the vessel, in all-	completed at Weehawke respects, is in conformity	n, NJ, the Of with the appli	ficer in Charge cable vessel in	e, Marine In repection la	spection, aws and the rules
GARY M. MESEMER, CDR, USCG, BY DIRECTION GARY M. MESEMER, CDR, USCG, BY DIRECTION Officer in Charge, Marine Inspection SECTOR NEW YORK		This certificate issue	Pay 111.	***************************************		
SECTOR NEW YORK	Data Zone A/P/Q Signature	(Like	The state of the s		
SECTOR NEW YORK		GARY M.	MESSMER,	CDR, USCG, I	BY DIRECT	TON
		SECTOR		-8=1 wasting linebiscitory		
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Certificate of Inspection

FRANK SINATRA

Certification Date: 03Jun2011

THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 16. WHEN MORE THAN 16 CHILDREN (PERSONS WEIGHING 90 POUNDS OR LESS) ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL BE CARRIED SO THAT THE VESSEL HAS AN APPROVED LIFE PRESERVER SUITABLE FOR EACH CHILD ON BOARD.

WHEN THE UPPER DECK IS RESTRICTED FROM PASSENGER ACCESS, AND THE TOTAL NUMBER OF PASSENGERS ALLOWED ONBOARD IS 99, THE REQUIRED CREW IS 1 MASTER AND 1 DECKHAND.

WHEN THE VESSEL IS AWAY FROM THE DOCK, OR HAS PASSENGERS ON BOARD, OR WHEN PASSENGERS HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN ANY 24 HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED.

WHEN CODERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL MUST BE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUALIFIED TO SERVE AS A PILOT IN ACCORDANCE WITH 46 CFR 15.812.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	28Feb2012	17Feb2010	27Feb2008
Internal Structure	28Feb2012	17Feb2010	27Feb2008

---Lifesaving Equipment---

ñ					
		Number	Person	5	Required
ļ	Total Equipment for		C: ,	Life Preservers (Adult)	157
	Lifeboats(Total)	0	0	Life Preservers (Child)	16
İ	Lifeboats(Port)*	0	0	Ring Buoys (Total)	3
l	Lifeboats (Starbd) *	0	0	With Lights*	1
	Motor Lifeboats*	0	0	With Line Attached*	1
	Lifeboats W/Radio*	0	0	Other*	1
	Rescue Boats/Platforms	0	0	Immersion Suits	0
İ	Inflatable Rafts	Ó	0	Portable Lifeboat Radios	Ó
İ	Life Floats/Buoyant App	٥	0	Equipped with EPIRB?	Yes
	Inflatable Bouyant App(ISA)	0	0	(* included in totals)	

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0 Numb

Number of Fire Pumps/ 1

Hose information

ļ	Qty 1	Diameter	Length
	1	1.5	75
i	1	1.5	Other

Fixed Extinguishing Systems

Capacity	Agent	
100	Carbon	Dioxide
100	Carbon	Dioxide

Space Protected PORT MAIN ENGINE COMPARTMENT STBD MAIN ENGINE COMPARTMENT .

1.00

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Certificate of Inspection

FRANK SINATRA

Certification Date: 03Jun2011

Fire Extinguishers - Hand portable and semi-portable Class Type

B-II

EMD



Certification Date: 02 May 2012
Expiration Date: 02 May 2017
IMO Number:

Certificate of Inspection

For ship	s on Internation	al voyages ti	ris certificate fulfills the req	uirements of	SOLAS 74 as ame	ended, regula	ation V/14, for a SAFI	E MANNING	3 DOCUMENT.
Vessel Name FRED V	MORRONE			Official Number		call sign WDA835	0	service Passeng	ger (Inspected)
Halling Post WEEHAN	WKEN		-	Hull Material Aluminun	1 ,	Hersepower 1800		Propuision Diesel C)utdrive
Place Built SITKA, A UNITED	K STATES			Dedvery Date	Date Keel Lald 16Feb2002	Gross Yons R-55 I	Net Tons R-44 I-	DWT	Length R-64.9 I-
4800 AV WEEHA	EY FERRY C /ENUE AT P .WKEN, NJ () STATES	ORT IMP	The second secon	FOOT O	PERIAL FERF F PERSHING I VKEN, NJ 070 STATES	ROAD			
			with the following I			-		thich the	re must be
(1 Master Chief Mate 2 2nd Mate/Old 3rd Mate/Old	DNW .	ertified tankermen, 0 Master & 1st Class pilot 0 Mate & 1st Class Pilot 0 Lic, Mate/OlCNW 0 1st Class Pilot		O Radio Officer(O Able Seamen/ D Ordinary Seam 1 Deckhands	s) ROANW	0 Chief Engineer	-	0 QMED/Rating 0 Oilers
persons	allowed: 10)1	rry 98 passengers, '	i other per	sons in crew,	0 person	s in addition to cr	ew, and r	o others. Total
			d Sounds plus	: Limit	ed Coasty	wise	_		j
VESSEL CFR 18	IS NOT F 0.207 (C)	REQUIRED AND (D	TO CARRY PRIMA	RY LIFE:	BAVING EQUI	ipment :	IAW 46 CFR 1.	·	4
A LIMI	TED COAST	WISE RO	OUTE FROM MONTAU CHAN THREE (3) M	K POINT	, NEW YORK				
WHEN O ON LAK SHORE.	PERATING ES, BAYS	BETWEEN AND SOU	NOVEMBER 01 TH UNDS ROUTE THE V	ROUGH T	HE FRIDAY I	PRIOR TO RATE MOI	THE MEMORI. RE THAN ONE	AL DAY (1) MII	WEEKEND, LE FROM
SEE	NEXT PAGE	FOR AD	DITIONAL CERTIFIC	ATE INFO	RMATION				. No. 200
SECTO	s Inspection R NEW YOF ulations pres	RK certifie	cation having been co d the vessel, in all res reunder.	pects, is in	conformity wit	h the appl	ficer in Charge, N icable vessel insp	Marine Ins pection la	spection, ws and the rules
Ar Date	nual/Periodi Zone	c/Quarterl A/P/Q	y Reinspections Signature	This cer	ificate issued l	oỳ:///	Man_		
Date		-	- Cigi Ratar ta	_	GARY M. ME		CDR, USCG, BY	DIRECT	ION
F	- -	-	-	~~~	SECTOR NE	WYORK			_
-	-	-	1-			Inspection Zo	d)A		



Certificate of Inspection

FRED V MORRONE

Certification Date: 02May2012

THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 11. WHEN MORE THAN 11 PERSONS WEIGHING LESS THAN 90 POUNDS ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL BE PROVIDED SO THAT THE VESSEL HAS APPROVED LIFE PRESERVERS SUITABLE FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS.

IF THE VESSEL IS AWAY FROM THE DOCK, OR PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN A 24 HOUR PERIOD AN ALTERNATE CREW SHALL BE PROVIDED.

WHEN UNDERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL SHALL BE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUALIFIED TO SERVE AS A PILOT IN ACCORDANCE WITH 46 CFR 15.812.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

THIS VESSEL HAS DEMONSTRATED SATISFACTORY MANUEVERABILITY AND IS CAPABLE OF SAFELY RECOVERING A PERSON FROM THE WATER DIRECTLY FROM THE VESSEL/USING A RESCUE PLATFORM. THIS WAIVER OF THE REQUIREMENT FOR A RESCUE BOAT IS VALID WITHIN THE NEW YORK MARINE INSPECTION ZONE ONLY.

--- Eull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	31May2014	02May2012	07Jul2010
Internal Structure	31May2014	02May2012	07Jul2010

---Stability---

Letter Approval Date / 31Ján2012

Office/ Marine Safety Center

---Lifesaving Equipment---

l		Number	Person	8	Required
ĺ	Total Equipment for		0	Life Preservers (Adult)	101
ı	Lifeboats (Total)	0	0	Life Preservers (Child)	11
l	Lifeboats(Port)*	0	0	Ring Buoys (Total)	1
	Lifeboats(Starbd)*	0	0	With Lights*	1
	Motor Lifeboats*	0	0	With Line Attached*	1
	Lifeboats W/Radio*	0	0	Other*	0
	Rescue Boats/Platforms	0	0	Immersion Suits	0
	Inflatable Rafts	0	0	Portable Lifeboat Radios	0
	Life Floats/Buoyant App	0	0	Equipped with EPIRB?	No
1	Inflatable Bouyant App(IBA)	0	0	(* included in totals)	

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0

Number of Fire Pumps/ 1

Hose information

Qty Diameter Length 1 1.5 50



Certificate of Inspection

FRED V MORRONE

Cortification Date: 02May2012

Fixed Extinguishing Systems

Agent

100

Carbon Dioxide

Halocarbon (Formerly: FM 200, FE241) Generator Box

Space Protected Engine Room

Fire Extinguishers - Hand portable and semi-portable

Class Type

END



_		
	Certification Date:	31 Jul 2012
	Expiration Date:	31 Jul 2017
	IMO Number:	

Certificate of Inspection

For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.

Vessel Name GARDEN STATE	Official Number 1022780	Call Sign WDB9914	service Passenger (Inspected)
Heiling Port WEEHAWKEN NJ	Hull Material Aluminum	Horsepower 1342	Propulsion Diesel Reduction
Place Built SOMERSET, MA UNITED STATES	Delivery Date Date Kool Laid 31Aug1994 10Dec1993	Gross Tons Net Tons R-95 R-85 I-205 I-81	DWT Length R-92 I-92
UNITED STATES	Convotor	F-205 F-81	

BILLYBEY FERRY COMPANY LLC 4800 AVENUE AT PORT IMPERIAL WEEHAWKEN, NJ 07086 UNITED STATES

Operator

PORT IMPERIAL FERRY CORP FOOT OF PERSHING ROAD WEEHAWKEN, NJ 07087 UNITED STATES

This vessel must be manned with the following licensed and unlicensed personnel. Included in which there must be 0 certified lifeboatmen, 0 certified tankermen, 0 HSC type rating, and 0 GMDSS Operators.

1 Master

0 Master & 1st Class pilot

0 Radio Officer(s)

0 Chief Engineer

0 QMED/Rating

0 Chief Mate 0 2nd Mate/OICNW 0 Mate & 1st Class Pilot

0 Ordinary Seamen

0 Able Seamen/ROANW

0 1st Asst, Engr/2nd Engr, 0 2nd Asst. Engr/3rd Engr.

0 Oilers

1 Lic. Mate/OICNW

0 3rd Mate/OICNW

0 1st Class Pilot

2 Deckhands

0 3rd Asst. Engr.

0 Lic. Engr.

In addition, this vessel may carry 399 passengers, 3 other persons in crew, 0 persons in addition to crew, and no others. Total persons allowed: 409

Route Permitted and Conditions of Operation:

---Lakes, Bays, and Sounds---

LOWER NEW YORK BAY INSIDE OF A LINE DRAWN FROM ROCKAWAY POINT, NEW YORK TO SANDY HOOK, NEW JERSEY; LONG ISLAND SOUND INSIDE OF A LINE DRAWN BETWEEN MONTAUK POINT LIGHT TO SOUTHEAST LIGHT ON BLOCK ISLAND.

VESSEL IS NOT EQUIPPED WITH PRIMARY LIFESAVING EQUIPMENT. WHEN OPERATING BETWEEN NOVEMBER 01 THROUGH THE FRIDAY PRIOR TO THE MEMORIAL DAY WEEKEND, THE VESSEL MAY NOT OPERATE MORE THAN ONE (1) MILE FROM SHORE.

THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 41. WHEN MORE THAN 41 CHILDREN (PERSONS WEIGHING 90 POUNDS OR LESS) ARE CARRIED, ADDITIONAL CHILD SIZE LIFE

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at New York, NY, the Officer in Charge, Marine Inspection, SECTOR NEW YORK certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

A	Annual/Periodic/Quarterly Reinspections			This Amended eestificate issued/by:
Date	Zone	A/P/Q	Signature	N. I Dellation
09May2014	SEC NYCty	A	Sheppard, Dani	/HEAPHER R. MATTERN LCDR, USCG BY DIRECTION
-	-	₩.	-	Officer in Charge, Marine Inspection
-	-	-	-	SECTOR NEW YORK
		-	-	Inspection Zone



Certificate of Inspection

GARDEN STATE

Certification Date: 31Jul2012

PRESERVERS SHALL BE CARRIED SO THAT THE VESSEL HAS AN APPROVED LIFE PRESERVER SUITABLE FOR EACH CHILD ON BOARD.

THE REQUIRED CREW SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLE:

PASSENGERS	MASTER	LICENSED MATE	DECKHANDS
1 - 149	1	0	2
150 - 299	1	. 1*	1
300 - 399	1	1*	2

*WHEN OPERATING WITH MORE THAN ONE HUNDRED AND FIFTY (150) PASSENGERS, THE LICENSED MATE MAY BE REPLACED BY A SENIOR DECKHAND WHO IS DESIGNATED IN WRITING BY THE MASTER IN ACCORDANCE WITH U.S. COAST GUARD NAVIGATION AND INSPECTION CIRCULAR (NVIC) NO. 1-91. THE SENIOR DECKHAND SHALL BE CAPABLE OF DIRECTING EMERGENCY RESPONSE ACTIONS OF THE VESSEL'S CREW. IN THE EVENT THE MASTER BECOMES INCAPACITATED, THE SENIOR DECKHAND SHALL BE CAPABLE OF RETURNING THE VESSEL SAFELY TO PORT. A COPY OF THE DESIGNATION LETTER SHALL BE MAINTAINED ON BOARD THIS VESSEL.

WHEN THE UPPER DECK IS RESTRICTED FROM PASSENGER ACCESS, THE REQUIRED NUMBER OF DECKHANDS MAY BE REDUCED BY ONE. THE TOTAL NUMBER OF PASSENGERS ALLOWED IS 199.

WHEN THE VESSEL IS AWAY FROM THE DOCK, OR HAS PASSENGERS ON BOARD, OR WHEN PASSENGERS HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN ANY 24 HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED.

THIS VESSEL HAS DEMONSTRATED SATISFACTORY MANUEVERABILITY AND IS CAPABLE OF SAFELY RECOVERING A PERSON FROM THE WATER DIRECTLY FROM THE VESSEL/USING A RESCUE PLATFORM. THIS WAIVER OF THE REQUIREMENT FOR A RESCUE BOAT IS VALID WITHIN THE NEW YORK MARINE INSPECTION ZONE ONLY.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

CONTRACTOR DESCRIPTION OF THE PERSON OF THE	Exam Type	Next Exam	Last Exam	Prior Exam
	Drydock	31May2016	29May2014	15Jun2012
	Internal Structure	31May2016	29May2014	15Jun2012

---Stability---

Letter

Approval Date / 28May2014 Office/ Marine Safety Center

---Inspection Status---

Pressure Vessels

Type	Location	Previous	Last	Next
Air Receiver	ENGINEROOM	04Jun2010	15May2014	15May2019
Air Receiver	ENGINEROOM	04Jun2010	15May2014	15May2019



Certificate of Inspection

GARDEN STATE

Certification Date: 31Jul2012

---Lifesaving Equipment---

ļ		Number	Person	ន	Required
	Total Equipment for		0	Life Preservers (Adult)	409
- Parking	Lifeboats(Total)	0	0	Life Preservers (Child)	41
	Lifeboats(Port)*	Q	0	Ring Buoys (Total)	3
	Lifeboats(Starbd)*	0	0	With Lights*	1
	Motor Lifeboats*	0	0	With Line Attached*	1
	Lifeboats W/Radio*	0	0	Other*	1
Ì	Rescue Boats/Platforms	1.	0	Immersion Suits	0
ш	Inflatable Rafts	0	0	Portable Lifeboat Radios	0
	Life Floats/Buoyant App	0	0	Equipped with EPIRB?	No
-	Inflatable Bouyant App(IBA)	0	0	(* included in totals)	

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0

Number of Fire Pumps/ 1

Hose information

 Qty
 Diameter
 Length

 1
 1.5
 50

 1
 1.5
 50

Fixed Extinguishing Systems

Capacity Agent

10 Halon 1301

Space Protected ENGINE ROOM

Fire Extinguishers - Hand portable and semi-portable

Qty

Class Type

3

B-I B-II

---Certificate Amendments---

Current Amendment

Port Amending/ Sector New York

Date Amended/ 20Nov2014

-Remarks-

Updated pax count based on Deadweight Survey conducted on 06MAY2014.

Port Amending/ SEC NYCty

Date Amended/ 29May2014

-Remarks-

Completed credit dry dock and internal structural exams.

2. Port Amending/ SEC NYCty

Date Amended/ 16May2014

-Remarks-

Conducted satisfactory second annual and UPV internal inspections.

END



Certification Date: 23 May 2012 Expiration Date: 23 May 2017 IMO Number:

0 Lic. Engr.

Certificate of Inspection

For ships on International voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT. Ex.Name HULL 33 also CITY OF HOBOKEN

Vessel Name HOBOKEN		Official Number 1128485	call sign WDA973		enice Passenger (Inspected
Halling Port WEEHAWKEN NJ		Hull Material Aluminum	Horsepower 2400		repulsion Diesel Outdrive
Piece Built SITKA, AK UNITED STATES		Delivery Date Date Kest Leto 11Jun2002 23Jan2002		NetTons Di R-65 I-	WT Length R-78,5 . 1-
BILLYBEY FERRY COMPA 4800 AVENUE AT PORT II WEEHAWKEN NJ 07086 UNITED STATES	NY LLC MPERIAL	Operator PORT IMPERIAL I FOOT OF PERSH WEEHAWKEN NJ UNITED STATES	ING ROAD		
This vessel must be man 0 certified lifeboatmen, (ned with the following lic certified tankermen, 0	ensed and unlice HSC type rating,	nsed personn and 0 GMDS	el, included in whi S Operators,	ich there must be
1 Master D Chief Mate D 2nd Mate/OICNW D 3rd Mate/OICNW	O Master & 1st Class pilot Mate & 1st Class Pilot Lic. Mate/OICNW 1st Class Pilot	0 Radio O 0 Able Se	fficer(s) amen/ROANW Seamen		

In addition, this vessel may carry 150 passengers, 3 other persons in crew, 0 persons in addition to crew, and no others. Total persons allowed: 156

Route Permitted and Conditions of Operation:

---Lakes, Bays, and Sounds plus Limited Coastwise---

WHEN OPERATING FROM MONTAUK POINT, NEW YORK TO CAPE MAY, NEW JERSEY BETWEEN THE FRIDAY PRIOR TO THE MEMORIAL DAY WEEKEND THROUGH OCTOBER'31, THE VESSEL MAY NOT OPERATE MORE THAN THREE (3) MILES FROM LAND ON LIMITED COASTWISE ROUTE.

WHEN OPERATING BETWEEN NOVEMBER 01 THROUGH THE FRIDAY PRIOR TO THE MEMORIAL DAY WEEKEND, THE VESSEL MAY NOT OPERATE MORE THAN ONE (1) MILE FROM SHORE ON LAKES, BAYS AND SOUNDS ROUTE.

WHEN THE UPPER DECK IS RESTRICTED FROM PASSENGER ACCESS, AND THE TOTAL NUMBER OF PASSENGERS ALLOWED ONBOARD IS 99, THE REQUIRED CREW IS 1 MASTER AND 1 DECKHAND.

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at New York, NY, the Officer in Charge, Marine Inspection, SECTOR NEW YORK certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

A				This certificate issued by
Date	Zone	A/P/Q	Signature	1 CAMA .
<u> </u>	-	-	-	GARY M. MESSMER, CDR, USCG, BY DIRECTION
-	-	-	-	Officerum Charge, Marine Inspection
-	-	-		SECTOR NEW YORK
-		-	-	Inspection Zone



Certificate of Inspection

HOBOKEN

Certification Date: 23May2012

IN ACCORDANCE WITH 46 CFR 180.207 (C) AND (D), VESSEL IS NOT REQUIRED TO CARRY PRIMARY LIFESAVING EQUIPMENT.

THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 16. WHEN MORE THAN 16 PERSONS WEIGHING LESS THAN 90 POUNDS ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL BE PROVIDED SO THAT THE VESSEL HAS APPROVED LIFE PRESERVERS SUITABLE FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS.

IF THE VESSEL IS AWAY FROM THE DOCK, OR PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN A 24 HOUR PERIOD AN ALTERNATE CREW SHALL BE PROVIDED.

WHEN UNDERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL SHALL BE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUALIFIED TO SERVE AS A PILOT IN ACCORDANCE WITH 46 CFR 15.812.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	30Apr2014	27Apr2012	05May2010
Internal Structure	· 30Apr2014	27Apr2012	05May2010

~--Stability---

Letter	Approval	Date /	17May2012

Office/ CG MSC

---Lifesaving Equipment---

	Number	Person	s	Required
Total Equipment for		0	Life Preservers (Adult)	156
Lifeboats(Total)	0	0	Life Preservers (Child)	16
Lifeboats(Port)*	0	0	Ring Buoys (Total)	3
Lifeboats(Starbd)*	0	0	With Lighta*	1
Motor Lifeboats*	0	0	With Line Attached*	1
Lifeboats W/Radio*	0	0	Other*	1
Rescue Boats/Platforms	0	0	Immersion Suits	D
Inflatable Rafts	0	0	Portable Lifeboat Radios	0
Life Floats/Buoyant App	0	0	Equipped with EPIRB?	Yes
Inflatable Bouyant App(IBA)	0	0	(* included in totals)	-

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0

Number of Fire Pumps/ 1

Hose information

Qty	Diameter	Length
1	1.5	50
1	1.5	75



Certificate of Inspection

HÖBÖKEN

Certification Date: 23May2012

Fixed Extinguishing Systems

Capacity

Agent.

Halocarbon (Formerly: FM 200, FE241)

100

Carbon Dioxide

Halocarbon (Formerly: FM 200, FE241) Port Generator Room

100 4

Carbon Dioxide

Halocarbon (Formerly: FM 200, FE241) Stbd Generator Room

Space Protected

Oil Fired Heater Space

Fort Engine Room

Stbd Engine Room

Fire Extinguishers - Hand portable and semi-portable

Qty

Class Type

B-I B-II

END



Certification Date: 02 Apr 2015 Expiration Date: 02 Apr 2020

IMO Number:

Certificate of Inspection

For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.

Vessel Name JOHN STEVENS	Official Number 1048895	Call Sign WDD8674	Service Passenger (Inspected)
Haifing Port WEEHAWKEN NJ	Hull Material Aluminum	Horsspower 1000	Propulsion Diesel Reduction
Place Built SOMERSET, MA UNITED STATES	Delivery Date Date Keel Laid 10Apr1997 10Apr1997	Gross Tons Net Tons R-93 R-63 I-207 I-102	DWT Length R-92 I-92
Owner BILLYBEY FERRY COMPANY LLC 4800 AVENUE AT PORT IMPERIAL WEEHAWKEN NJ 07086 UNITED STATES	Operator PORT IMPERIAL FEI 4800 AVENUE AT PO WEEHAWKEN NJ 07 UNITED STATES	ORT IMPERIAL BLVD	

This vessel must be manned with the following licensed and unlicensed personnel. Included in which there must be 0 certified lifeboatmen, 0 certified tankermen, 0 HSC type rating, and 0 GMDSS Operators.

1 Master

0 Master & 1st Class pilot

0 Radio Officer(s)

0 Chief Engineer

0 Lic. Engr.

0 QMED/Rating

0 Chief Mate

0 Mate & 1st Class Pilot

0 Able Seamen/ROANW

0 1st Asst. Engr/2nd Engr.

0 Oilers

0 2nd Mate/OICNW

1 Lic. Mate/OICNW

0 Ordinary Seamen

0 2nd Asst. Engr/3rd Engr.

0 3rd Mate/OICNW

0 1st Class Pilot

2 Deckhands

0 3rd Asst. Engr.

In addition, this vessel may carry 399 passengers, 0 other persons in crew, 5 persons in addition to crew, and no others. Total persons allowed: 408

Route Permitted and Conditions of Operation:

---Lakes, Bays, and Sounds---

LOWER NEW YORK BAY INSIDE OF A LINE DRAWN FROM ROCKAWAY POINT, NEW YORK TO SANDY HOOK, NEW JERSEY: LONG ISLAND SOUND INSIDE OF A LINE DRAWN BETWEEN MONTAUK POINT LIGHT TO SOUTHEAST LIGHT ON BLOCK ISLAND.

VESSEL IS NOT REQUIRED TO CARRY PRIMARY LIFESAVING EQUIPMENT IAW 46CFR180.207(C) AND (D).

WHEN OPERATING BETWEEN NOVEMBER 01 THROUGH THE FRIDAY PRIOR TO THE MEMORIAL DAY WEEKEND, THE VESSEL MAY NOT OPERATE MORE THAN ONE (1) MILE FROM SHORE.

THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 41. WHEN MORE THAN 41

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at Weehawken, NJ, the Officer in Charge, Marine Inspection, SECTOR NEW YORK certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

Annual/Periodic/Quarterly Reinspections			y Reinspections	This certificate issued by:
Date	Zone	A/P/Q	Signature	to a hill had to
-	-	-	-	HEATHER R. MATTERN LOOR, USCG BY DIRECTION
-	-	_	-	Officer in Charge, Marine Inspection
-	-	-	-	SECTOR NEW YORK
_	-	-	-	Inspection Zone ,





Certificate of Inspection

Certification Date: 02Apr2015

JOHN STEVENS

CHILDREN (PERSONS WEIGHING 90 POUNDS OR LESS) ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL BE CARRIED SO THAT THE VESSEL HAS AN APPROVED LIFE PRESERVER SUITABLE FOR EACH CHILD ON BOARD.

THE REQUIRED LICENSED MATE MAY BE REPLACED BY ONE OF THE DECKHANDS DESIGNATED IN WRITING BY THE MASTER AS A SENIOR DECKHAND IN ACCORDANCE WITH USCG NAVIGATION AND VESSEL INSPECTION CIRCULAR 1-91. THE SENIOR DECKHAND SHALL BE CAPABLE OF DIRECTING EMERGENCY RESPONSE ACTIONS OF THE VESSEL'S CREW. IN THE EVENT THE MASTER BECOMES INCAPACITATED, THE SENIOR DECKHAND SHALL BE CAPABLE OF RETURNING THE VESSEL TO PORT. A COPY OF THE DESIGNATION LETTER SHALL BE RETAINED ON BOARD THE VESSEL.

THE REQUIRED CREW SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLE:

	MASTER	LICENSED MATE	DECKHANDS
PASSENGERS	1	0	2
1 - 149	1	1	1
150 - 299	1	7	2
300 - 399	7	-	

WHEN THE UPPER DECK IS RESTRICTED FROM PASSENGER ACCESS, AND THE TOTAL NUMBER OF PASSENGERS ALLOWED ONBOARD IS 99, THE REQUIRED CREW IS 1 MASTER AND 1 DECKHAND.

WHEN THE VESSEL IS AWAY FROM THE DOCK, OR HAS PASSENGERS ON BOARD, OR WHEN PASSENGERS HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN ANY 24 HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED.

THIS VESSEL HAS DEMONSTRATED SATISFACTORY MANUEVERABILITY AND IS CAPABLE OF SAFELY RECOVERING A PERSON FROM THE WATER DIRECTLY FROM THE VESSEL/USING A RESCUE PLATFORM. THIS WAIVER OF THE REQUIREMENT FOR A RESCUE BOAT IS VALID WITHIN THE NEW YORK MARINE INSPECTION ZONE ONLY.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

H1311	Exams
	The state of the s

Hull Exams	Next Exam	Last Exam	Prior Exam
Exam Type Drydock Internal Structure	30Apr2015 30Apr2015	24Apr2013 24Apr2013	19Apr2011 19Apr2011

---Stability---

Approval Date / 19Jun2012 Office/ CG MSC

---Inspection Status---

Pressure Vessels

*Pressure Vessels	Previous	Last	Next
Type Location Air Receiver ENGINE ROOM S Air Receiver ENGINE ROOM S	PORT 12Apr2010	24Apr2013 24Apr2013	12Apr2015 12Apr2015





Certificate of Inspection

JOHN STEVENS

END

Certification Date: 02Apr2015

	Lifesaving Equipmen	t				
i	<u> </u>		Person			Required
	Total Equipment for Lifeboats(Total) Lifeboats(Port)* Lifeboats(Starbd)* Motor Lifeboats* Lifeboats W/Radio* Rescue Boats/Platforms Inflatable Rafts Life Floats/Buoyant App	0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Life Preservers Life Preservers Ring Buoys (Total With Lights* With Line Atta Other* Immersion Suits Portable Lifeboo Equipped with E	(Child) ached* at Radios Y PIRB?	408 41 4 1 0 0 0 No
	Inflatable Bouyant App{IBA	.) 0	0	(* included in	totals;	
	Fire Fighting Equip Number of Fireman Outfits/ *Hose information* Qty Diameter Lengt 2 1.5 100	0	_	Number of Fire	Pumps/ 2	
	*Fixed Extinguishing Syste Capacity Agent 225 Carbon				Space Prote ENGINE ROOM	
	Fire Extinguishers - Hand Qty Class' 1 A-II 1 B-I 3 B-II	l portab: Type	le and	semi-portable		



Certification Date: Expiration Date: IMO Number: 06 Jun 2011 06 Jun 2016

Certificate of Inspection

For ships on internation		ris certificate futfills the requ					G DOCUMENT.
Vossel Name PETER R WEISS			Official Number 1109244	Call Sign WDA463	30.	Service Passen	ger (Inspected)
Halling Fort WEEHAWKEN NJ			Holl Metodal Asuminum	Horsepower 1800		Propulsion Diesel (Outdrive
Place Bull SITKA, AK			Dakvery Dala Dala Keal Laid 30Mar/2001	Gross Tons R-82 J-	Net Tane R-65 1-	pwt.	Length R-78.5 k
UNITED STATES Owner BILLYBEY FERRY C 4800 AVENUE AT P WEEHAWKEN, NJ I UNITED STATES	ORT IMP 07086	ERIAL .	Operator PORT IMPERIAL FE FOOT OF PERSHIN WEEHAWKEN, NJ O UNITED STATES	G ROAD 07087	,		-
This vessel must b	e mannec	with the following li ertified tankermen, (censed and unlicens HSC type rating, a	sed personn nd 0 GMDS	el. Included in S Operators.	which the	ere must be
1 Master 0 Chief Mate 0 2nd Mate/Oil 0 3rd Mate/Oil	ONW	Master & 1st Class pilot Male & 1st Class Pilot Lic. Mate/OiCNW 1st Class Pilot	0 Radio Offic	cer(s) nen/ROANVV seamen	Chief Engineer	2nd Engr. /3rd Engr.	0 OMED/Reling 0 Offers
in addition, this vess Total persons allowe Route Permitsed and	ed: 156	rry 150 passengers,	O other persons in cr	ew, 3 perso	ns in addition to	crew, and	I no others.
Lakes, Ba	ys, an	d Sounds plus	Limited Coas	stwise	sas.		
VESSEL IS NOT E	QUIPPED	WITH PRIMARY L	HESAVING EQUIPM	MENT.			
WHEN OPERATING JERSEY BETWEEN MAY NOT OPERATE	THE FRI	DAY PRIOR TO TH	E MEMORIAL DAY	UK POIDT, WEEKEND T	NEW YORK TO HROUGH OCTO	D CAPE	MAY, NEW THE VESSEL
WHEN OPERATING THE MEMORIAL DA	on lake Ly weeke	S, BAYS AND SOU	nds between nov May not operate	EMBER 01 MORE THA	THROUGH THE N ONE (1) M	FRIDAY	PRIOR TO M SHORE.
THE MINIMUM NUM	iber of	CHILD SIZE LIFE	PRESERVERS REQ	UIRED IS	16. WHEN M	ORE THA	M 16 .
		DITIONAL CERTIFICA					
With this Inspection SECTOR NEW YOU and regulations pre-	RK certifie	cation having been condition the vessel, in all respectively.	mpleted at Weenawke pacts, is in conformity	en, NJ, the O with the app	fficer in Charge, licable vessel in	Marine Ir spection I	ispection, aws and the rules
Annual/Period	c/Quarter	y Reinspections	This certificate issue	ed by:	Mkom		
Pate Zone	A/P/Q -	Signature -	GARY M.		DR, USCG, B	Y DIREC	<u>TIO</u> N
	per per per per per per per per per per	w ₀	SECTOR	NEW YORK			_
		In.		mat 4 and 1			MB No. 2115-0517



Certificate of Inspection

PETER R WEISS

Certification Date: 06Jun2011

CHILDREN (PERSONS WEIGHING 90 POUNDS OR LESS) ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL BE CARRIED SO THAT THE VESSEL HAS AN APPROVED LIFE PRESERVER SUITABLE FOR EACH CHILD ON BOARD.

WHEN THE UPPER DECK IS RESTRICTED FROM PASSENGER ACCESS, AND THE TOTAL NUMBER OF PASSENGERS ALLOWED ONBOARD IS 99, THE REQUIRED CREW IS 1 MASTER AND 1 DECKHAND,

WHEN UNDERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL MUST BE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUALIFIED TO SERVE AS A PILOT IN ACCORDANCE WITH 46CFR15.812.

WHEN THE VESSEL IS AWAY FROM THE DOCK, OR HAS PASSENGERS ON BOARD, OR WHEN PASSENGERS HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN ANY 24 HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Bull Exams---

i	Exam Type	Next Exam	Last Exam	Prior Exam
	Drydock	30Jun2013	Q1Jun2011	 04Feb2009
ĺ	Internal Structure	30Jun2013	01Jun2011	04Feb2009

---Stability---

Letter Approval Date / 29Mar2001

Office/ G-MSC

---Lifesaving Equipment---

	Number	Person	G	Required
Total Equipment for		Ď.	Life Preservers (Adult)	156
Lifeboats (Total)	0	0	Life Preservers (Child)	16
Lifeboats (Port) *	0	0	Ring Buoys (Total)	3
Lifeboats(Starbd)*	0	Û	With Lights*	1.
Motor Lifeboats*	0	Ò	With Line Attached*	1 '
Lifeboats W/Radio*	Û	0	Other*	1
Rescue Boats/Platforms	0	0	Immersion Suits	Q
Inflatable Rafts	0	0	Portable Lifeboat Radios	0
Life Floats/Buoyant App	0	0	Equipped with EPIRB?	Yes
Inflatable Bouyant App (IBA)	0	0	(* included in totals)	

--- Fire Fighting Equipment---

Number of Fireman Outfits/ 0

Hose information

	THEOTING CTOH.	
Qty	Diameter	Length
1	1.5	50
1	1 5	50

Fixed Extinguishing Systems
Capacity Agent

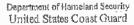
Space Protected



Certification Date: 28 Mar 2012 28 Mar 2017 Expiration Date: IMO Number;

Certificate of Inspection

For ship	os on internation	al voyages th	is certificate fulfills the req	ulrements of SOLAS 74 as an	nended, regul	ation W14, for a SAF	E MANNING	DOCUMENT.
Versel Name U.S. SE	NATOR FRA	NK R LAU	TENBERG	Official Number 1125842	call Sign WDA 81	91	service Passeng	ger (Inspected)
Hailing Port WEEHA NJ	VVKEN			Huli Meterial Aluminum	Horsepower 2400		Propulsion Diesel C	outdrive
Place Built SITKA,	AK STATES			Delivery Date Date Keel Leid 24Apr2002 09Jan2002	Gross Tons R-82 I-	Net Yons R-65 L	ĐWT	Length R-78.5 }-
Owner BILLYE 4800 A WEEH. UNITE	EY FERRY C VENUE AT P AWKEN, NJ (D STATES	ORT IMPI 07086	ERIAL	Operator PORT IMPERIAL FER FOOT OF PERSHING WEEHAWKEN, NJ 07 UNITED STATES	ROAD 1087			
This vo	essel must b	e manned	with the following l	icensed and unlicense O HSC type rating, and	d personn	el. Included in w	vhich the	re must be
o cent	1 Master 0 Chief Mate 0 2nd Mate/OK 0 3rd Mate/OK	CNW	O Master & 1st Class pilot Mate & 1st Class Pilot Lic. Mate/OlCNW 1st Class Pilot		r(s) n/ROANW	O Chief Engineer	_	0 QMED/Rating 0 Ollers
Total p	ersons allowe	ed: 156	rry 150 passengers,	3 other persons in crev	w, 0 perso	ons in addition to d	crew, a n d	no others.
WHEN (PRIOR THREE	OPERATING TO THE ME (3) MILES	FROM MC MORIAL FROM I	NTAUK POINT, NE DAY WEEKEND THR AND ON LIMITED	: Limited Coast . W YORK TO CAPE ME COUGH OCTOBER 31, COASTWISE ROUTE. KROUGH THE FRIDAY	AY, NEW THE VES PRIOR T	JERSEY BETWE SEL MAY NOT O THE MEMORI	OPERATE AL DAY	MORE THAN
THE VI	ESSEL MAY	NOT OPE	RATE MORE THAN	ONE (1) MILE FROM	M SHORE	ON A LAKES,	BAYS AN	ID SOUNDS
VESSE	L FOR A PE	ERIOD EX	CEEDING 12 HOUR	c, or passengers A Rs in a 24 hour pr ATEINFORMATION***	eriod an	OARD OR HAVE ALTERNATE C	ACCESS	S TO THE ALL BE
With th	nis Inspection	for Certific	cation having been co	mpleted at New York, N	Y, the Offic	er in Charge, Ma	rine Inspe	ection, SECTOR
NEW.	YORK certifie tions prescrib	d the vess	el, in all respects, is ir	n conformity with the app	olicable ves	set inspection lav	ws and the	e rules and
			y Reinspections	This certificate issued	BUAT			
Date	Zone	A/P/Q	Signature		Ma			
-	J	-	_	GARY M/ M		CDR, USCG, BY	DIRECT	<u>IO</u> N
-	-	-				sarge, Marine Inspection		
	-	-	-	SECTOR N	IEW YORK			





Certificate of Inspection

U.S. SENATOR FRANK R LAUTENBERG Certification Date: 28Mar2012

PROVIDED.

THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 16. WHEN MORE THAN 16 PERSONS WEIGHING LESS THAN 90 POUNDS ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL BE PROVIDED SO THAT THE VESSEL HAS APPROVED LIFE PRESERVERS SUITABLE FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS.

WHEN THE UPPER DECK IS RESTRICTED FROM PASSENGER ACCESS, AND THE TOTAL NUMBER OF PASSENGERS ALLOWED ONBOARD IS 99, THE REQUIRED CREW IS 1 MASTER AND 1 DECKHAND.

WHEN UNDERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL SHALL BE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUALIFIED TO SERVE AS A PILOT IN ACCORDANCE WITH 46 CFR 15.812.

PRIOR TO OPERATING CUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

HULL MAGINS			
Exam Type.	Next Exam	Last Exam	Prior Exam
Drydock	30Apr2012	23Apr2010	21Apr2008
Internal Structure	30Apr2012	23Apr2010	21Apr2008

---Stability---

Letter	Approval	Date	1	29May2002	Office/	MSC
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---Lifesaving Equipment---

		Number	Person	5	Required
1	Total Equipment for		0	Life Freservers (Adult)	156
	Lifeboats (Total)	0	0	Life Preservers (Child)	16
ì	Lifeboats (Port) *	0	0	Ring Buoys (Total)	3
1	Lifeboats(Starbd)*	0	0	With Lights*	1
1	Motor Lifeboats*	0	0	With Line Attached*	1
l	Lifeboats W/Radio*	0	0	Other*	1
ļ	Rescue Boats/Platforms	0	0	Immersion Suits	0
1	Inflatable Rafts	0	0	Portable Lifeboat Radios	Ð
	Life Floats/Buoyant App	0	0	Equipped with EPIRB?	Yes
- 1	Inflatable Bouyant App(IBA)	0	0	(* included in totals)	

---Fire Fighting Equipment---

Number o	f Fi	reman	Outf	its	/) Number	of	Fire	Pumps/	1.

Hose information

11000	-		CALLE GARAGE	
Qty		Di	ameter	Length
1		1.	5	50
1		1	G.	7.5



Certificate of Inspection

U.S. SENATOR FRANK R LAUTENBERG

Certification Date: 28Mar2012

Fixed Extinguishing Systems

100

Agent

Carbon Dioxide

100

Carbon Dioxide

6 4

4

Halocarbon (Formerly: FM 200, FE241)

Halocarbon (Formerly: FM 200, FE241) Halocarbon (Formerly: FM 200, FE241) Stbd Generator

Space Protected

Port Engineroom

Stbd Engineroom

Oil Fired Heater Compartment

Port Generator

Fire Extinguishers - Hand portable and semi-portable Qty Class Type

9

B-I B-II

.*END*



Certification Date: Expiration Date: 22 Jan 2015 22 Jan 2020

IMO Number:

Certificate of Inspection

For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.

		,					
Vessel Name	· · · · · · · · · · · · · · · · · · ·		Official Number	Call Sign		Service	
YOGI BERR	RA		1091258	WCZ660)3	Passer	iger (Inspected)
Halling Port			Hull Material	Horsapower		Propulsion	
WEEHAWK	EN		Aluminum	2400		Diesel	Outdrive
NJ							
Place Built			Delivery Date - Date Keel Laid 07Feb2000	Gross Tons R-89	Net Tons R-71	DWT	Lengin R-78.5
SITKA, AK			077902000	l-	1-		[-
UNITED ST	ATES						
Owner		ANNALLO	Operator DODOT 15 4 DECEMBER DECEMBER				
	FERRY COMPA		PORT IMPERIAL FER FOOT OF PERSHING				
	NUE AT PORT I KEN, NJ 07086	MIREKIAL	WEEHAWKEN, NJ 07				
UNITED ST	'		UNITED STATES	007			
3,11,1							
This vesse	el must be man	ned with the following	licensed and unlicense	ed personr	iel. Included ir	which th	ere must be
0 certified	l lifeboatmen,	0 certified tankermen,	0 HSC type rating, and	d 0 GMDS	S Operators.		
1 M	laster	Master & 1st Class pilot	Radio Officen		Chief Engineer		QMED/Rating
	nief Mate	Mate & 1st Class Pilot	Able Seamen		1st Asst. Engr	_	Oilers
	d Mate/OICNW	Lic, Mate/OICNW	Ordinary Sea 3 Deckhands	men	2nd Asst, Engr 3rd Asst, Engr	-	
310	d Mate/OICNW	1st Class Pilot	2 Deckilation		Lic. Engr.		
					mier meige.		
	this vessel may	y carry 150 passengers,	3 other persons in cre-	w, 0 perso	ns in addition t	o crew, and	d no others.
the contract of the contract o		litions of Operation:					
Lake	s, Bays,	and Sounds plus	s Limited Coast	twise	PRINCE		
MOW MODE	тилы тиргг	(3) MILES FROM LA	AMD				
VESSEL I	S NOT REQUI	RED TO CARRY PROMA	ARY LIFESAVING EQ	UIPMENT	IAW 46CFR1	B0.207(C	AND (D).
DITTEN ADD	DATENC PROM	MONTAUK POINT, H	EW YORK TO CAPE M	AV. NEW	JERSEY BETT	WEEN THE	! FRIDAY
		AL DAY WEEKEND THE					
IF.) MILES FRO		·				
SEE NE	XT PAGE FOR	ADDITIONAL CERTIFIC	CATE INFORMATION	•			
With this I	nspection for Co	ertification having been co	ompleted at New York, N	IY, the Offic	cer in Charge, I	Marine Insp	ection, SECTOR
NEW YOR	RK certified the	vessel, in all respects, is i	n conformity with the ap	plicable ves	ssel inspection	laws and the	re rules and
regulations	s prescribed the	ereunder.	,	5 A	. ∮		
			<u> </u>	1 1	<i>l</i>		
		rterly Reinspections	This certificate issue	by /	11 +1		
Date	Zone A/P	/Q Signature		R MATITE	RNYCOR USO	TO BY NIP	ECTION
	-	=	Officer in Charge, Marine Inspe		M LOBIT, WOL	SO DI MIN	COTTON
	-	-	- In a second of the state of the		TOR NEW YOR	RK	
-	-	7	Inspection Zone				



Certificate of Inspection

YOGI BERRA

Certification times 22Jan2015

WHEN OPERATING BETWEEN NOVEMBER O1 THROUGH THE FRIDAY PRIOR TO THE MEMORIAL DAY WEEKEND, THE VESSEL MAY NOT OPERATE MORE THAN ONE (1) MILE FROM SHORE ON A LAKES, BAYS AND SOUNDS.

THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 16. WHEN MORE THAN 16 PERSONS WEIGHING LESS THAN 90 POUNDS ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL BE PROVIDED SO THAT THE VESSEL HAS APPROVED LIFE PRESERVERS SUITABLE FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS.

IF THE VESSEL IS AWAY FROM THE DOCK, OR PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN A 24 HOUR PERIOD ALTERNATE CREW SHALL BE PROVIDED.

WHEN THE UPPER DECK IS RESTRICTED FROM PASSENGER ACCESS, AND THE TOTAL NUMBER OF PASSENGERS ALLOWED ONBOARD IS 99, THE REQUIRED CREW IS 1 MASTER AND 1 DECKHAND.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

THIS VESSEL HAS DEMONSTRATED SATISFACTORY MANUEVERABILITY AND IS CAPABLE OF SAFELY RECOVERING A PERSON FROM THE WATER DIRECTLY FROM THE VESSEL/USING A RESCUE PLATFORM. THIS WAIVER OF THE REQUIREMENT FOR A RESCUE BOAT IS VALID WITHIN THE NEW YORK MARINE INSPECTION ZONE ONLY.

---Hull Exams---

Exam Type Drydock Internal Structure	Next Exam 31Jan2016 31Jan2016	Last Exam 21Jan2014	٠	Prior Exam 26Jan2012
integrat Structure	31Jan2016	21Jan2014		26Jan2012

---Stability---

Letter App	proval Date	/	27Mar2012	Office/	CG	MSC
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---Lifesaving Equipment---

I		Number	Person	s ·	Required
I	Total Equipment for		0	Life Preservers (Adult)	157
l	Lifeboats(Total)	0	0	Life Preservers (Child)	16
I	Lifeboats(Port)*	0	0	Ring Buoys (Total)	3
1	Lifeboats(Starbd)*	0	0.	With Lights*	1
	Motor Lifeboats*	0	0	With Line Attached*	1
1	Lifeboats W/Radio*	0	0	Other*	1
	Rescue Boats/Platforms	1	0	Immersion Suits	0
į	Inflatable Rafts	0	0	Portable Lifeboat Radios	0
İ	Life Floats/Buoyant App	0	0	Equipped with EPIRB?	Yes
	Inflatable Bouyant App(IBA)	0	0	(* included in totals)	

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0 Number of Fire Pumps/ 1

Hose information



Certificate of Inspection

YOGIBERRA

Certification Date: 22Jan2015

Qty Diameter Length 1.5 1.5 50

Fixed Extinguishing Systems

Capacity

Agent

100 100

Carbon Dioxide

Carbon Dioxide

Space Protected

STBD MAIN ENGINE COMPARTMENT PORT MAIN ENGINE COMPARTMENT

Fire Extinguishers - Hand portable and semi-portable

Qty

Class Type

8

B-I B-II

4 * * END * * *

DEPARTMENT OF HOMELAND SECURITY U. S. COAST GUARD CG-858 (Rev. 8-74)

CERTIFICATE OF INSPECTION AMENDMENT



NAME OF VESSEL

PASSENGER SHIP

YOGI BERRA

GROSS TONS

OFFICIAL NUMBER

1091258

CLASS

HOME PORT

WEEHAWKEN, NJ

WHEN AND WHERE BUILT

07 FEB 2000, SITKA, AK

DATE CURRENT CERTIFICATE EXPIRES

DATE AND PLACE CURRENT CERTIFICATE OF INSPECTION ISSUED

26 FEB 2010 STATEN ISLAND, NY

The Certificate of Inspection issued to the vessel described above is amended as follows:

Completed satisfactory Dry Dock and Internal Structural Exam

Exam Type

Previous

13181

Next

Dry Dock

26 JAN 2012 2152014

31 JAN 2016

Internal Structure Exam 26 JAN 2012

PIOGMEIG

31 JAN 2016



Certification Date: 01 May 2012 Expiration Date: 01 May 2017 IMO Number:

Certificate of Inspection

For ships on international voyages this certificate fulfills the rec	quirements of SOLAS 74 as a	тепава , г еди	anon W14, for a SAI	SE INVESTMENT	DOÇUMENT.
Vessel Name ABRAHAM LINCOLN	Official Number 948903	Çali Sign WDC228	36	sarvica Passenç	ger (Inspected)
Halling Port NEW YORK NY	หน่ Material Aluminum	Ногверомет 1528		Propulsion Diesel R	teduction
Place Built PATTERSON LA, UNITED STATES	Dolivery Date - Date Keel Laid 24Oct1989	Gross Tons R-95	Net Tens R-65 ⊶	DWT	Length R-87,3 I-
PORT IMPERIAL FERRY CORP FOOT OF PERSHING ROAD WEEHAWKEN, NJ 07087 UNITED STATES	Operator PORT IMPERIAL FER FOOT OF PERSHING WEEHAWKEN, NJ 07 UNITED STATES	ROAD 7087			`
This vessel must be manned with the following 0 certified lifeboatmen, 0 certified tankermen,	licensed and unlicense	ed personn	el. Included in	which the	re must be
1 Master Master & 1st Class pilot Chief Mate Mate & 1st Class Pilot 2nd Mate/OICNW 1 Lic. Mate/OICNW 3rd Mate/OICNW 1st Class Pilot		(s) /ROANW	Chief Engineer 1st Asst. Engr/2 2nd Asst. Engr/3 3rd Asst, Engr. Lic, Engr.		QMED/Rating Oilers
In addition, this vessel may carry 399 passengers, Total persons allowed: 409 Route Permitted and Conditions of Operation:	6 other persons in cre	w, 0 perso	ns in addition to	crew, and	no others.
Rivers					
NOT MORE THAN ONE MILE FROM SHORE.					
UPPER NEW YORK BAY NORTH OF THE VERRY OF A LINE DRAWN BETWEEN MANURSING ISILINE DRAWN BETWEEN NORTON POINT AND ITHROUGH WARD POINT AND RARITAN RIVER BETWEEN SANDY HOOK POINT AND COMFORT WHEN THE UPPER DECK IS RESTRICTED FROM PASSENGERS ALLOWED ONBOARD IS 99, THE	LAND AND MATINECO ROCKAWAY POINT; R LIGHT #4; SANDY POINT. DM PASSENGER ACCE	CK POINT ARITAN B HOOK BAY SS, AND	ROCKAWAY IN AY WEST OF A SOUTH OF A THE TOTAL N	NLET EAS A LINE 1 LINE DI UMBER OI	ST OF A DRAWN RAWN
***SEE NEXT PAGE FOR ADDITIONAL CERTIFIC					
With this Inspection for Certification having been of SECTOR NEW YORK certified the vessel, in all research regulations prescribed thereunder.	ompleted at Weehawker spects, is in conformity v	n, NJ, the O vith the app	fficer in Charge, licable vessel ins	Marine In spection la	spection, ws and the rule
Annual/Periodic/Quarterly Reinspections	This certificate issue	1077 W			
Date Zone A/P/Q Signature	GARY M.	MESSMER,	CDR, USCG, B	Y DIRECT	ION
	SECTOR	VEW YORK	narge, Marine Inspection		



Certificate of Inspection

ABRAHAM LINCOLN

Certification Date: 01May2012

THE MINIMUM NUMBER OF CHILD-SIZE LIFE PRESERVERS REQUIRED IS 41. WHEN MORE THAN 41 PERSONS WEIGHING LESS THAN 90 POUNDS ARE CARRIED, ADDITIONAL CHILD-SIZE LIFE PRESERVERS SHALL BE PROVIDED SO THAT THE VESSEL HAS APPROVED LIFE PRESERVERS SUITABLE FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS ON BOARD,

THE REQUIRED CREW SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLE:

NUMBER OF PASSENGERS

REQUIRED CREW

300 -	- 399	1 MASTER,	1 LICENSED MATE,	2 DECKHANDS
150	- 299	1 MASTER,	1 LICENSED MATE,	1 DECKHAND
1 .	- 149	1 MASTER.	2 DECKHANDS	

WHEN OPERATING WITH MORE THAN ONE HUNDRED AND FIFTY (150) PASSENGERS, THE LICENSED MATE MAY BE REPLACED BY A SENIOR DECKHAND WHO IS DESIGNATED IN WRITING BY THE MASTER IN ACCORDANCE WITH U.S. COAST GUARD NAVIGATION AND INSPECTION CIRCULAR (NVIC) NO. 1-91. THE SENIOR DECKHAND SHALL BE CAPABLE OF DIRECTING EMERGENCY RESPONSE ACTIONS OF THE VESSEL'S CREW. IN THE EVENT THE MASTER BECOMES INCAPACITATED, THE SENIOR DECKHAND SHALL BE CAPABLE OF RETURNING THE VESSEL SAFELY TO PORT. A COPY OF THE DESIGNATION LETTER SHALL BE MAINTAINED ON BOARD THIS VESSEL.

WHEN THE VESSEL IS AWAY FROM THE DOCK, OR HAS PASSENGERS ON BOARD, OR WHEN PASSENGERS HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN ANY 24 HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED.

THE VESSEL IS AUTHORIZED TO CARRY CONTINENTAL AIRLINES CARGOES WITH THE FOLLOWING RESTRICTIONS:

- 1. CARGOES CLASSIFIED AS UN2911 AND UN3373 SHALL NOT BE CARRIED.
- 2. NO PASSENGERS SHALL BE CARRIED WHEN TRANSPORTING CONTINENTAL AIRLINES CARGO BINS. THE MAXIMUM NUMBER OF BINS TO BE CARRIED SHALL BE NO MORE THAN TWO (2) WITH A MAXIMUM WEIGHT OF 600 POUNDS EACH.
- 3. A WRITTEN CHAIN OF CUSTODY FOR ALL CARGOES SHALL BE MAINTAINED.

THIS VESSEL HAS A STABILITY LETTER THAT ALLOWS OPERATIONS ONLY ON A PROTECTED WATERS ROUTE. VESSEL SHALL CEASE UNDERWAY OPERATION WITH PASSENGERS ABOARD IN ALL WATERS OF THE UPPER NEW YORK BAY (MORTH OF THE VERRAZANO BRIDGE TO SOUTH OF A LINE DRAWN FROM SOUTHEAST CORNER OF MORRIS CANAL BASIN TO THE NORTHWEST CORNER OF PIER 9B IN BROOKLYN, NY) WHEN ACTUAL OR PREDICTED WEATHER REACHES GALE CONDITIONS. GALE CONDITIONS EXIST WHEN WIND SPEED IS SUSTAINED AT 34 KNOTS (BEAUFORT FORCE 8) OR MORE, REGARDLESS OF WIND OR CURRENT DIRECTION. IT IS THE MASTER'S RESPONSIBILITY TO MONITOR LOCAL FORECASTS AND OPERATING CONDITIONS PRIOR TO GETTING UNDERWAY WITH PASSENGERS ABOARD.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	31May2013	03Jun2011	21May2009
Internal Structure	31May2013	03Jun2011	21May2009



Certificate of Inspection

ABRAHAM LINCOLN

END

Certification Date: 01May2012

---Stability---Approval Date / 19Apr2012 Office/ Marine Safety Center ---Inspection Status---*Pressure Vessels* Previous Last Next Location Type 03Jun2011 30Nov2013 STBD ENGINE ROOM 06Nov2008 Air Receiver 06Nov2008 03Jun2011 30Nov2013 PORT ENGINE ROOM Air Receiver ---Lifesaving Equipment ---Required Number Persons 0 Life Preservers (Adult) 409 Total Equipment for Lifeboats(Total) Life Preservers (Child) 47 3 Ring Buoys (Total) Lifeboats(Port)* Q, Lifeboats(Starbd)* 0 With Lights* 0 With Line Attached* Motor Lifeboats* 0 : 0 Other* Lifeboats W/Radio* Ü Rescue Boats/Platforms Ð Immersion Suits Portable Lifeboat Radios Inflatable Rafts Equipped with EPIRB? Life Floats/Buoyant App (* included in totals) Inflatable Bouyant App(IBA) 0 ---Fire Fighting Equipment---Number of Fire Pumps/ 2 Number of Fireman Outfits/ 0 *Hose information* Qty Diameter Length 1.5 100 *Fixed Extinguishing Systems* Space Protected Capacity Agent MACHINERY SPACE Halon 1301 *Fire Extinguishers - Hand portable and semi-portable* Class Type B-I 2 B-II



07 May 2013 07 May 2018 Certification Date: Expiration Date:

IMO Number:

Certificate of Inspection

Forst	ilps on internat	ional voyage:	s this sertificate fulfills the rec	julrements of	SOLAS 74 as am	lended, regu	letion V/14, for a SAI	FE MANNIN	IG DOCUMENT.
Vessel Nar ADMIR	AL RICHAR	D E BENN	IIS	Official Number 1138601	Г	Call Sign WDB478	36	service Passen	ger (Inspected)
Halling Por WEEH	: AWKĖN			Hull Material Aluminun	1	Horsepower 2400	NAME OF	Propulsion Diesel	and the same that the same state of the
SITKA,	AK	1 190 100 5	·		Data Keel Laid 06 Jan 2003	Gross Tons Ř-Kří Ís	Nel Toris R-65 -	ÇVYT	l- Bg/ki it i endip
PORT FOOT WEEH	IMPERIAL I OF PERSH AWKEN, N. D STATES	ING ROAD		Operator PORT IMPERIAL FERRY CORP FOOT OF PERSHING ROAD WEEHAWKEN, NJ 07087 UNITED STATES					
ſ			ed with the following li certified tankermen, (vhich the	re must be
v cert	1 Master 0 Chief Mate 0 2nd Mate/C 0 3rd Mate/C	picnw	O Master & 1st Class pilot O Mate & 1st Class Pilot O Lic. Mate/OlCNW O 1st Class Pilot		Radio Officer(s Able Scament Ordinary Scam Deckhands	ROANW	D Chief Engineer O 1st Asst. Engr/2i D 2nd Asst. Engr/3 O 3rd Asst. Engr. D Lic. Engr.	-	0 QMED/Rating 0 Oilers
	In addition, this vessel may carry 150 passengers, 3 other persons in crew, 0 persons in addition to crew, and no others. Total persons allowed: 156.								
Route	Permitted ar	nd Conditio	ins of Operation;						
La	ikes, Ba	ıys, ar	d Sounds plus	Limite	ed Coastw	ise			
NOT MO	RE THAN	20 MILE	s from a harbor (DF SAFE	REFUGE.				
-	CION AND		NAVIGABLE WATERS OF AN INDIVIDUAL						1
THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 16, WHEN MORE THAN 16 BERSONS WEIGHING LESS THAN 90 POUNDS ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL BE PROVIDED SO THAT THE VESSEL HAS APPROVED LIFE PRESERVERS SUITABLE FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS.									
SEE	NEXT PAG	E FOR AD	DITIONAL CERTIFICA	TE INFOR	MATION				
SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION With this Inspection for Certification having been completed at Weehawken, NJ; the Officer in Charge, Marine-Inspection, SECTOR NEW YORK certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.									
			y Reinspections	This certif	icate issued by	7.	The second secon		
, Date	Żone	A/P/Q	Signature		A ARTANI	FAFE	TUSCG, BY DIR	ECTION	
+	-	-	-	Officer In Cha	irge, Marine inspection		, HI	THE PARTY OF THE P	,,,,,,
tal	-	es deliminative construction of the constructi	-	inspection Z	\ne	SECTO	R-NEW-YORK		
		1		 idealization year 	AL ON				1



Certificate of Inspection

ADMIRAL RICHARD E BENNIS Certification Date: 07May2013

WHEN LESS THAN 100 PASSENGERS ARE ABOARD, THE NUMBER OF DECKHANDS MAY BE REDUCED BY ONE.

IF THE VESSEL IS AWAY FROM THE DOCK, PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL, OR THE CREW WORKS, FOR A COMBINED PERIOD EXCEEDING TWELVE (12) HOURS IN A TWENTY-FOLK (24) HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED. WORK INCLUDES ANY ACTIVITY THAT IS PERFORMED ON BEHALF OF THE VESSEL, ITS CREW OR PASSENGERS, OF FOR THE OWNER OF OPERATOR. THIS INCLUDES STANDING MATCHES, PERFORMING MAINTENANCE ON THE VESSEL OR ITS APPLIANCES, LOADING STORES, OR PERFORMING ADMINISTRATIVE TASKS, WHETHER UNDERWAY OR AT THE DOCK, IF THE RELIEVED CREW REMAINS ON BOARD, THEN THE NUMBER OF PASSENGERS CARRIED SHALL BE REDUCED BY THE EQUIVALENT NUMBER OF ALTERNATE CREW MEMBERS REQUIRED.

THIS VESSEL HAS DEMONSTRATED SATISFACTORY MANUEVERABILITY AND IS CAPABLE OF SAFELY RECOVERING A PERSON FROM THE WATER DIRECTLY FROM THE VESSEL/USING A RESCUE PLATFORM. THIS WALVER OF THE REQUIREMENT FOR A RESCUE BOAT IS VALID WITHIN THE NEW YORK MARINE INSPECTION ZONE ONLY.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-3Q), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

7 11 -			
Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	31Dec2 013	14Dec.2011	22Dec2009
Internal Structure	31Dec2013	14Deg2011	22Dec2009

---Stability---

To an all the second	Transporters 1	Date	1	17May2012	Office/ CO	I MSC
Letter	PODEDAST	Darb	1	TUMBRANTS	ATTICE\ C	2 1300

---Lifesaving Equipment ---

	Mountain	Davidon		Vice drawn all
	Number	Person	8	Required
Total Equipment for		101	Life Preservers(Adult)	156
Lifaboats (Total)	0	Q ·	Life Preservers (Child).	1,€
Lifeboats(Port)*	ð	Ö	Ring Buoys (Total)	3
Lifeboats (Starbd) *	0	0 -	With Lights*	1
Motor Lifeboats*	0	0	With Line Attached*	1
Lifeboats W/Radio*	0	r)	Other*	1
Rescue Boats/Platforms	1	C	Immersion Suits	D
Inflatable Rafts	0	0	Portable Lifeboat Radios	0
Life Floats/Buoyant App	0	Đ	Equipped with EPIRE?	Yes
Inflatable Bouyant App(IBA)	2	100	(* included in totals)	

---Fire Fighting Equipment---

Number of Fireman Outlits/ 0 Number of Fire Pumps/ 1

Hose information

ļ	Qty 1 1	Diameter	Length
ŀ	1	1.5	75
ŀ	1	1.5	75~-



Certificate of Inspection

ADMIRAL RICHARDE

Certification Date: 07May2013

Fixed Extinguishing Systems

Capacity Agent Space Protected
1500 Halocarbon (Fermerly: FM 200, FE241) Port Engine Room
1500 Halocarbon (Formerly: FM 200, FE241) Starboard Engine Room
1500 Halocarbon (Formerly: FM 200, FE241) Port Generator Room
1500 Halocarbon (Formerly: FM 200, FE241) Starboard Generator Room

Fire Extinguishers - Hand portable and semi-portable

Qty Class Type

A-II

1 B-I B-II

END



| Certification Date: 08 Feb 2012 |
| Expiration Date: 08 Feb 2017 |
| IMO Number: |

Certificate of Inspection

For ships on international voyages this certificate fulfills the r	requirements of SOLAS 74 as au	mended, regulation	V/14, for a SAFE MANNI	NG DOCUMENT.
Veseel Notice ALEXANDER HAMILTON	Official Homber 948902	Call files WDC2088	sensor Passel	nger (Inspected)
Hering Port NEW YORK NY	Holl Malerial Aluminum	ноеврия 1528	Propulsion Diesel	Reduction
Place Build PATTERSON LA, UNITED STATES	Delivery Date Date Keel Latd 22Sep1989	Gross Tons High T R-65 R-65 I/ I-		Langin R-67,3 !-
PORT IMPERIAL FERRY CORP FOOT OF PERSHING ROAD WEEHAWKEN, NJ 07087 UNITED STATES	Operator PORT IMPERIAL FER FOOT OF PERSHING WEEHAWKEN, NJ 07 UNITED STATES	ROAD 087		
This vessel must be manned with the following 0 certified lifeboatmen, 0 certified tankermen	licensed and unlicense 0 HSC type rating, and	d personnel. It I D GMDSS O	icluded in which the perators.	ere must be
1 Master Master & 1st Class plic Chief Mate Mate & 1st Class plic 2nd Mate/OICNW 1 Lic. Mate/OICNW 3rd Mate/OICNW 1st Class Pilot	Radio Officer((s) Ci /ROANW 1s men 2r 3r	nief Engineer t Asst, Engr/2nd Engr. id Asst, Engr/3rd Engr. d Asst, Engr. s. Engr.	QMED/Rating Oilers
In addition, this vessel may carry 399 passengers Total persons allowed: 409 Route Permitted and Conditions of Operation:	s, 6 other persons in crev	v, 0 persons In	addition to crew, an	d no others.
Rivers				
NOT HODE THEM ONE MILE HERM SHIRE.				
UPPER NEW YORK BAY NORTH OF THE VERE SOUND WEST OF A LINE DRAWN SETWEEN NORTON EAST OF A LINE DRAWN BETWEEN NORTON DRAWN THROUGH WARD POINT AND RARITAN BETWEEN SANDY HOOK POINT AND COMFORT WHEN THE UPPER DECK IS RESTRICTED FO	MANURSING ISLAND AN POINT AND ROCKAWAY RIVER LIGHT #4; S POINT.	ND MATINECOS (FOINT; RAF LANDY HOOK E	CK POINT; ROCKA RITAN BAY WEST BAY SOUTH OF A	WAY INLET OF A LINE LINE DRAWN
PASSENGERS ALLOWED ONBOARD IS 99, Th	E REQUIRED CREW IS	1 MASTER /	AND A DECKHANII.	-
***SEE NEXT PAGE FOR ADDITIONAL CERTIFI		un un un allé	· · · · · · · · · · · · · · · · · · ·	
With this Inspection for Certification having been of SECTOR NEW YORK certified the vessel, in all re and regulations prescribed thereunder.	completed at Staten Island expects, is in conformity w	, NY, the Office ith the applicabl	r in Charge, Marine l e vessel inspection I	inspection, aws and the rules
Annual/Periodic/Quarterly Reinspections Date Zone A/P/Q Signature	This certificate issued	f 7 1		
Date Aone Partix Digitative	GARY M-M	ESSMER, CDR	USCG, BY DIRECT	TION
	SECTORN	W ⁺	a pjerijskirjejumiljalana, garanima anas, 1924 biljskir, moranim mass.	a - second



Certificate of Inspection

ALEXANDER HAMILTON

Certification Date: 68Feb2012

THE MINIMUM NUMBER OF CHILD-SIZE LIFE PRESERVERS REQUIRED IS 41. WHEN MORE THAN 41 PERSONS WEIGHING LESS THAN 90 POUNDS ARE CARRIED, ADDITIONAL CHILD-SIZE LIFE PRESERVERS SHALL BE PROVIDED SO THAT THE VESSEL HAS APPROVED LIFE PRESERVERS SUITABLE FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS ON BOARD.

THE REQUIRED CREW SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLE:

NUMBER OF PASSENGERS

REQUIRED CREW

WHEN OPERATING WITH MORE THAN ONE SUNDRED AND FIFTY (150) PASSENGERS, THE LICENSED MATE MAY BE REPLACED BY A SENIOR DECKHAND WHO IS DESIGNATED IN WRITING BY THE MASTER IN ACCORDANCE WITH U.S. COAST GUARD NAVIGATION AND INSPECTION CIRCULAR (NVIC) NO. 1-91. THE SENIOR DECKHAND SHALL BE CAPABLE OF DIRECTING EMERGENCY RESPONSE ACTIONS OF THE VESSEL'S CREW. IN THE EVENT THE MASTER BECOMES INCAPACITATED, THE SENIOR DECKHAND SHALL BE CAPABLE OF RETURNING THE VESSEL SAFELY TO PORT. A GOPY OF THE DESIGNATION LETTER SHALL BE MAINTAINED ON BOARD THIS VESSEL.

WHEN THE VESSEL IS AWAY FROM THE BOCK, OR HAS PASSENGERS ON BOARD, OR WHEN PASSENGERS HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN ANY 24 HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED,

THE VESSEL IS AUTHORIZED TO CARRY CONTINENTAL AIRLINES CARGOES WITH THE FOLLOWING RESTRICTIONS:

- 1. CARGOES CLASSIFIED AS UN2911 AMD UN3373 SHALL NOT BE CARRIED.
- 2. NO PASSENGERS SHALL BE CARRIED WHEN TRANSFORTING CONTINENTAL AIRLINES CARGO BINS. THE MAXIMUM NUMBER OF BINS TO BE CARRIED SHALL BE NO MORE THAN TWO (2) WITH A MAXIMUM WEIGHT OF GOU POUNDS EACH.
- J. A WRITTEN CHAIN OF CUSTODY FOR ALL CARECES SHALL BE WAINTAINED

THIS VESSEL HAS A STABILITY LETTER THAT ALLOWS OPERATIONS ONLY ON A PROTECTED WATERS ROUTE. VESSEL SHALL CEASE UNDERWAY OPERATION WITH PASSENGERS ABOARD IN ALL WATERS OF THE UPPER NEW YORK BAY (NORTH OF THE VERRAZANO BRIDGE TO SOUTH OF A LINE DRAWN FROM SOUTHBAST CORNER OF MORRIS CANAL BASIN TO THE NORTHWEST CORNER OF PIER 9B IN BROOKLYN, NY) WHEN ACTUAL OR PREDICTED WEATHER REACHES GALE CONDITIONS. GALE CONDITIONS EXIST WHEN MIND SPEED IS SUSTAINED AT 34 KNOTS (BEAUFORT FORCE 8) OR MORE, REGARDLESS OF WIND OR CURRENT DIRECTION. IT IS THE MASTER'S RESPONSIBILITY TO MONITOR LOCAL FORECASTS AND OPERATING CONDITIONS PRIOR TO GETTING UNDERWAY WITH PASSENGERS ABOARD.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	28Feb2013	24Feb2011	05Mar2009
Internal Structure	28Feb2013	24Feb2011	05Mar2009



Certificate of Inspection

ALEXANDER HAMILTON

Certification Date: 08Feb2012

	Stability						
		al Date / 10	Jul1989	Office/	MSC		
	Inspection Sta	tus					
	Pressure Vessels						
	Type	Location		Previous	Last,	Next	
	Air Receiver	PORT ENGIN		12Nov2008	24Feb2011	12Nov2013	
	Air Receiver	STBD ENGIN	E ROOM	12Nov2008	24Feb2011	12Nov2013	
	Lifesaving Equ	ipment					
		dmuW	er Person	ns		Required	
	Total Equipment for		Ö	Life Preserver		409	
	Lifeboats(Total)	C	0	Life Preserver	s(Child)	41.	
	Lifeboats(Port)*	Ō	OT.	Ring Buoys (Tota	al)	3	
	Lifeboats (Starbd) *		0 :	With Lights*		1	
	Motor Lifeboats*	0	Q	With Line At:	tached*	1	
	Lifeboats W/Radio*	0	O	Other*		I,	
	Rescue Boats/Platform	_	O	Immersion Suit		0 1.	
	Inflatable Rafts	0	0	Portable Lifebo	oat Radios	0	
	Life Floats/Buoyant A	tpp 0	0	Equipped with 1	EPIRB?	ом	
	Inflatable Bouyant Ap	p(IBA) 0	0	(* included in	totals)		
and an annual or	Fire Fighting D	Equipment-					
	Number of Fireman Out	fits/ 0		Number of Fire	Pumps/ 4		
-	*Bose information*						
į	Qty Diameter						
ļ	2 1,5	100	green region and an			the second second	
Time.	Fixed Extinguishing		in president and the mission of the con-	t o od totalista i statemija se čista statema, te oslava je oslava sila se sa te oslava sila se sa se se se se O od titalista se sila sila te oslava sila sila sila te oslava sila se se se se se se se se se se se se se	kantikan mengan dibantik mengangan menjada di sebagai sebagai sebagai sebagai sebagai sebagai sebagai sebagai Sebagai sebagai kiri kiringa keremendi kerementerak industria berara berara perapagan yang di basi integer Kirin di sekerik sebesah di di di di disebangan keremenan berara da sebagai berara berara berara berara da seb	er er	
ł	Les	ent					
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	-,	2017			MACHINERY S	PACE	
-	*Fire Extinguishers -	Hand name					
i	QTY Cla	ass Type	ore and a	emi-portable*		•	
ľ	1 8-3	M 4.	. *				
SCOOL S	2 8-1	-			*		
	5-1	LL					
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	END						
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Certification Date: 14 Mar 2011 Expiration Date: IMO Number: 14 Mar 2016

Certificate of Inspection

Vessel Name AUSTIN TOBIN		Official Number 1119246	Call Sign WDA66	01	service Passen	ger (Inspected)
Halifing Park WEEHAWKEN NJ	***************************************	Hull Material Aluminum	Horsepower 1800		Propulsion Diesel (Outdrive ·
Place Built SITKA AK, UNITED STATE	S	Dalivery Date Date Keef Leid 09Oct2001 19Apr2001	Gress Tons R-55 -	Net Tons R-44 }-	DWT	Length R-64.9 (-
OWNET PORT IMPERIAL FERRY OF FOOT OF PERSHING ROWNEEHAWKEN NJ 07087 UNITED STATES		Operator PORT IMPERIAL FER FOOT OF PERSHING WEEHAWKEN NJ 07 UNITED STATES	ROAD			Mathibilitati nay inggapan-upa-naya-sa kepuntur-upa-naya-sa " nay
This vessel must be man	ned with the following l	censed and unlicens	ed personn	el. Included in v	which the	re must be
0 certified lifeboatmen, 6 1 Master 0 Chief Mate 0 2nd Mate/OICNW 0 3rd Mate/OICNW	O Master & 1st Class pilot O Mate & 1st Class Pilot O Lic. Mate/OiCNW O 1st Class Pilot		er(s) en/ROANW	O Chief Engineer O 1st Asst. Engr/ O 2nd Asst. Engr/ O 3rd Asst. Engr. O Lic. Engr.	_	QMED/Rating Oilers
In addition, this vessel may persons allowed: 100		other persons in crew	, 0 person	s in addition to c	rew, and r	o others. Tota
Route Permitted and Cond		Timital Garage	t	v		
WHEN OPERATING FROM PRIOR TO THE MEMORIA THAN THREE (3) MILES WHEN OPERATING BETWEEN THE VESSEL MAY NOT (ROUTE.	MONTAUK POINT, NE AL DAY WEEKEND THR 3 FROM A HARBOR OF EEN NOVEMBER 01 TH	W YORK TO CAPE M OUGH OCTOBER 31, SAFE REFUGE ON ROUGH THE FRIDAY	AY, NEW THE VES LIMITED PRIOR T	JERSEY BETWE SEL MAY NOT COASTWISE RO	OPERATI OUTE. IAL DAY	E MORE WEEKEND,
THE MINIMUM NUMBER (PERSONS WEIGHING LES SHALL BE						
SEE NEXT PAGE FOR	ADDITIONAL CERTIFICA	ATE INFORMATION				
With this Inspection for Ces SECTOR NEW YORK cert and regulations prescribed	ified the vessel, in all resp					
Annual/Periodic/Quar Date Zone A/P/		This certificate issued	2/Wa-	CDR, USCG, BY		

SECTOR NEW YORK

Inspection Zone



Certificate of Inspection

AUSTIN TOBIN

Certification Date: 14Mar2011

PROVIDED SO THAT THE VESSEL HAS APPROVED LIFE PRESERVERS SUITABLE FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS.

IF THE VESSEL IS AWAY FROM THE DOCK, OR PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN A 24 HOUR PERIOD AN ALTERNATE CREW SHALL BE PROVIDED.

WHEN UNDERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL SHALL BE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUALIFIED TO SERVE AS A PILOT IN ACCORDANCE WITH 46 CFR 15.812.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	31Mar2013	14Max2011	05Jun2008
Internal Structure	31Mar2013	14Mar2011	05Jun2008

---Stability---

	Held.					
Letter	Approva1	Date	1	19Nov2001	Office/	1

---Lifesaving Equipment---

	Number	Person	S	Required
Total Equipment for		Ü	Life Preservers (Adult)	1.00
Lifeboats(Total)	0	0	Life Preservers (Child) .	1.0
Lifeboats(Port)*	0	0	Ring Buoys (Total)	1
Lifeboats(Starbd)*	0	0	With Lights*	1,
Motor Lifeboats*	0	0	With Line Attached*	1
Lifeboats W/Radio*	0	0	Other*	0
Rescue Boats/Platforms	1,	0	Immersion Suits	0
Inflatable Rafts	0	0	Portable Lifeboat Radios	0
Life Floats/Buoyant App	0	0	Equipped with EPIRE?	No
Inflatable Bouyant App(IBA)	0	0	(* included in totals)	

--- Fire Fighting Equipment ---

Number of Fireman Outfits/ O Number of Fire Pump	s/	1
--	----	---

Hose information

Oty Diameter Length

Fixed Extinguishing Systems

Capacity Agent Space Protested

100 Carbon Dioxide Machinery Compartment
4 Halocarbon (Formerly: FM 200, FE241) Generator



Certificate of Inspection

AUSTIN TOBIN

Certification Date: 14Mar2011

Fire Extinguishers - Hand portable and semi-portable

Oty

Class Type

1

B-I B-II

END



Certification Date: 14 Mar 2013
Expiration Date: 14 Mar 2018
IMO Number:

Certificate of Inspection

For ship	es on internation	nal voyages t	his certificate fulfills the requ	uirements of	SOLAS 74 as am	endad, regul	ation W14, for a SAF	E MANNING	DOCUMENT.
Viessel Name)		- , in this late	Official Number	1	CallSign	, , , , , , , , , , , , , , , , , , , ,	Sarvice	desarre de care contradé sun ambérous seriellement en accessoral aussences.
BAYON	ME			1138602		WDB478	36	Passeng	er (Inspected)
Haifing Port				Huji Material		Norsepower		Propulsion	
WEEHA	WKEN			Aluminur	ri	2400		Jet Drive	•
MJ					***				
Prace Hear				Delivery Date	Dete Kani Laid	Genea Jane	Not Term	Q/A9X.	Léngth
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UNITED	STATES						F-		-
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t F	OF PERSHIN				F PERSHING				
	AMKEN N1	07087			WKEN NJ 070	87			
UNITED	STATES			UNITED	STATES				
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			l with the following li ertified tankermen, û					thich ther	e must be
	1 Master		0 Master & 1st Class pilot		0 Radio Officer(0 Chief Engineer		0 QMED/Rating
H	0 Chief Mate		Mate & 1st Class Pilot		0 Able Seamen	*	0 1st Asst. Engr/2	nd Engr	0 Oilers
[}	0 Znd Mate/Oli	CNW	0 Lic. Mate/OICNW		0 Ordinary Sear		0 2nd Asst. Engr/3	_	o canoso
if	O 3rd Mate/Oil		0 1st Class Pilot		2 Deckhands	1.870 00-	0 3rd Asst. Engr.		
							0 Lic. Engr.		
			rry 150 passengers,	3 other pe	ersons in crew,	0 perso	ns in addition to d	rew, and r	no others.
	ersons allowe		ns of Operation;					William Programme	
Koute i	emilieu an	4 CONTRIBI	is of Operation,						
La	kes, Bay	ys, an	d Sounds plus	Limit	ed Coast	vise	<u>-</u>		
VESSEL	IS NOT F	equired	TO CARRY PRIMAR	XY LIFE:	SAVING EQU	IPMENT I	AW 46CFR180	,207(C)	AND (D).
	SATURD & GULLINGS	taravalus auc	NAMES ASSESSED ASSESSED ASSESSED.	a alekanbara a	00 00 00 Wal	t seeds to	dinim danas in inggrasiji	rhabelt theorythis in	
			NTAUK POINT, NEV DAY WEEKEND THRO						
			AND ON LIMITED (THE APPL	· 100, kar un	CEBERTE	MULTIPLE CAROLI.
14			NOVEMBER 01 THE						'
ROUTE.		NOT OPE	RATE MORE THAN	OME (1.)	MILE FROM	SHORE C	ON LAKES, BA	YS AND I	SOUNDS
ROUTE.									
SEE	NEXT PAGE	FOR AD	DITIONAL CERTIFICA	TE INFO	RMATION				
			ation having been con			V.I. the Of	ficer in Charge N	larine Inst	rection
			d the vessel, in all resp						
	ulations pres				a hall all and a series	· mine capapi			THE STATE OF STREET
Ai	nnual/Periodi	o/Quarter	y Reinspections	This cert	ificate Issued J	4.11		Person Minderson (Manager)	1
Date	Zone	A/P/Q	Signature .		6	- Alexander	and the same that the same of		
-	-	-	+]	GARY M: N	ESSMER	CDR, USCG, B	Y DIRECT	TON
-	-	-	-	Officer in G	harga, Marine Inapeptio				
_	-	-	м			SECT	OR NEW YORK		

inspection.Zone



Certificate of Inspection

BAYONNE

Certification Date: 14Mar2013

THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 16. WHEN MORE THAN 16 PERSONS WEIGHING LESS THAN 90 POUNDS ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL BE PROVIDED SO THAT THE VESSEL HAS APPROVED LIFE PRESERVERS SUITABLE FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS.

WHEN THE UPPER DECK-IS RESTRICTED FROM PASSENGER ACCESS, AND THE TOTAL NUMBER OF-PASSENGERS ALLOWED ONBOARD IS 99, THE REQUIRED CREW IS 1 MASTER AND 1 DECKRAND.

IF THE VESSEL IS AWAY FROM THE DOCK, OR PASSENGERS ARE ON BOARD OF HAVE ACCESS TO THE VESSEL, FOR A PERIOD OF WORK EXCEEDING TWELVE (12) HOURS IN A TWENTY-FOUR (24) HOUR PERIOD AN ALTERNATE CREW SHALL BE PROVIDED. WORK INCLUDES ANY ACTIVITY THAT IS PERFORMED ON BEHALF OF THE VESSEL, ITS CREW OR PASSENGERS, OR FOR THE OWNER OR OPERATOR. THIS INCLUDES STANDING WATCHES, PERFORMING MAINTENANCE ON THE VESSEL OR ITS APPLIANCES, LOADING STORES, OR PERFORMING ADMINISTRATIVE TASKS, WHETHER UNDERWAY OR AT THE DOCK.

WHEN UNDERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL SHALL HE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUALIFIED TO SERVE AS A PILOT IN ACCORDANCE WITH 46 CFR 15.812.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	31Max2015	13Mar2013	04M=r2011
Internal Structure	31Mar2015	13Mar2013	04Mar2011

---Stability---

Letter	Approval	Date /	1.7May2012	Office/	CG	MSC
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---Lifesaving Equipment---

- 5		-			
į		Number	Person	3	Required
1	Total Equipment for		0	Life Preservers (Adult)	156
İ	Lifeboats(Total)	Q.	Q	Life Preservers (Child)	16
ı	Lifeboats (Port) *	0	0	Ring Buoys (Total)	3.
ı	Lifeboats(Starbd)*	0.	Q	With Lights*	1.
ı	Motor Lifeboats*	Q	0	With Line Attached*	1
	Lifeboats W/Radio*	Q	Œ.	Other*	1
	Rescue Boats/Platforms	Q	0 .	Immersion Suits	0
Ì	Inflatable Rafts	Ð	0	Portable Lifeboat Radios	O.
	Life Floats/Buoyant App	0	Ū	Equipped with EPIRB?	Yes
1	Inflatable Bouvant App(IBA)	0	0	(* included in totals)	

--- Fire Fighting Equipment---

Number of Fireman Outfits/ D	Number of Fire Pumps/ 1
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Hose information

Qty	Diameter	Length
1	1.5	50



Certificate of Inspection

BAYONNE

Certification Date: 14Mar2013

Fixed Extinguishing Systems

Capacity Agent Space Protected 1500 Halocarbon (Formarly: FM 200, FE241) Port Engine Room Halocarbon (Formerly: FM 200, FE241) Stbd Engine Room Halocarbon (Formerly: FM 200, FE241) Port Generator Peom Halocarbon (Formerly: FM 200, FE241) StEd Generator Rosm 4500-1500

Fire Extinguishers - Hand portable and semi-portable

Qty 2 Class Type

A-II

1 B-I B-II

END



Certification Date: Expiration Date: IMO Number; 27 Aug 2014 27 Aug 2019 9132088

Certificate of Inspection

Vessel Nama BRAVEST			call sign WDC2285		sevice Passenger (Inspected)	
HATTING PORT PORT OF WEEHAWKEN NJ		Hull Material Aluminum	Horsepower 2700	And the second of the second o	Propulsion Diesel	Reduction
Place Bolli MAMARONECK, NY UNITED STATES		Delivery Date Date Keel Laid 20Dec1996 01Apr1996	Gross Tons R-93 I-408	Net Tons R-63 I-147	DVAT	Length R-114.1 I-114.1
ELSPETH ATLANTIC INC THE CORPORATION TRU ORANGE STREET WILMINGTON, DE 09801 UNITED STATES		Operator NEW YORK WATERY 4800 AVENUE AT PO WEEHAWKEN, NJ 07 UNITED STATES	RT IMPER 1086			
This vessel must be man 0 certified lifeboatmen,					which the	ere must be
Master Chief Mate 2nd Mate/OICNW 3rd Mate/OICNW	Master & 1st Class pllet Mate & 1st Class Pilot 1 Lic. Mate/OICNVV 1st Class Pilet	Radio Officer(Able Seamen Ordinary Sear 3 Deckhands	s) /ROANW	Chief Engineer 1st Asst, Engr/2i 2nd Asst, Engr/3 3rd Asst, Engr. Lic, Engr.	_	QMED/Rating Ollers
Total persons allowed; 354 Route Permitted and Condi	tions of Operation:	Limited Coast	wise			
NOT MORE THAN 20 MII	_					
VESSEL OPERATIONS AN HIGH SPEED OPERATION	ID CREW TRAINING SI IS MANUAL AND TRAI	HALL BE CONDUCTED NING PROGRAM DATE	IN ACCO	RDANCE WITH	THE A	PPRÖVED
THE MINIMUM NUMBER C CHILDREN (PERSONS WE PRESERVERS SHALL BE EACH CHILD ON BOARD.	LIGHING 90 POUNDS (CARRIED SO THAT T	OR LESS) ARE CARR	CIED, ADI	ITIONAL CHI	LD SIZE	E LIFE
***SEE NEXT PAGE FOR	<u> </u>	<u> </u>	NO 2 - 60			
With this Inspection for Cer SECTOR NEW YORK cert and regulations prescribed	ified the vessel, in all resp					
Annual/Periodic/Quar Date Zone A/P/0		This certificate issued	MAR	alto		
		Officier in Charge, Market Inspecti		N LCDR, USCG	BY DIRE	СПОИ
	-	Others in zerostie (wanter pishaco)		OR NEW YORK		

Inspection Zone



Certificate of Inspection

BRAVEST

Certification Date: 27Aug2014

WHEN UNDERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL MUST BE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUALIFIED TO SERVE AS A PILOT IN ACCORDANCE WITH 46CFR15.812.

THE MINIMUM CREW SIZE SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLE:

NUMBER OF PASSENGERS:

REQUIRED CREW:

1 master, 2 deckhands 1 master, 1 licensed mate, 2 deckhands 1 - 150151 - 299 300 - 349 1 MASTER, 1 LICENSED MATE, 3 DECKHANDS

when operating with More than one hundred and fifty (150) passengers, the licensed mate MAY BE REPLACED BY A SENIOR DECKHAND WHO IS DESIGNATED IN WRITING BY THE MASTER IN ACCORDANCE WITH U.S. COAST GUARD NAVIGATION AND INSPECTION CIRCULAR (NVIC) NO. 1-91. THE SENIOR DECKHAND SHALL BE CAPABLE OF DIRECTING EMERGENCY RESPONSE ACTIONS OF THE VESSEL'S CREW. IN THE EVENT THE MASTER BECOMES INCAPACITATED, THE SENIOR DECKHAND SHALL BE CAPABLE OF RETURNING THE VESSEL SAFELY TO FORT. A COPY OF THE DESIGNATION LETTER SHALL BE MAINTAINED ON BOARD TEIS VESSEL.

IF THE VESSEL IS AWAY FROM THE DOCK, OR PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 BOURS IN A 24 HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	30Sep2014	218ep2012	28Jan2011
Internal Structure	30Sep2014	21Sep2012	28Jan2011

---Stability---

Letter

Approval Date / 14Mar2012 Office/ Marine Safety Center

---Lifesaving Equipment---

	Number	Person	s .	Required
Total Equipment for		250	Life Preservers (Adult)	354
Lifeboats(Total)	0	Q	Life Preservers (Child)	36
Lifeboats(Port)*	Ö	O	Ring Buoys (Total)	3
Lifeboats(Starbd)*	Ö	0	With Lights*	1
Motor Lifeboats*	0.	0	With Line Attached*	1
Lifeboats W/Radio*	0	0	Other*	0
Rescue Boats/Platforms	1	0	Immersion Suits	Ō
Inflatable Rafts	Ö	O.	Portable Lifeboat Radios	Q
Life Floats/Buoyant App	0	Ö	Equipped with EPIRB?	Yes
Inflatable Bouyant App(IBA)	3	250	(* included in totals)	

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0

Number of Fire Pumps/ 2

Hose information

Qty Diameter Length 75 3 1.5



Certificate of Inspection

BRAVEST

Certification Date: 27Aug2014

Fixed Extinguishing Systems

Capacity

Agent

200

Carbon Dioxide

Space Protected

ENGINE ROOM

Fire Extinguishers - Hand portable and semi-portable

Class Type

A-II

1

2

B-I

B-II

END



Certification Date: 05 Jun 2014 Expiration Date: 05 Jun 2019

IMO Number:

Certificate of Inspection

For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.

Vessel Name		Official Number	Call Sign	ŧ	Service		
CAPT MARK SUMMERS		957551	WDC22	83 I	Passeng	er (Inspected)	
						·	
Hailing Post		Hull Malerial	Horsepower	ŧ	Propulation		
NEW YORK		Aluminum	1528	İ	Diesel R	eduction	
NY						*	
Placé Built		Delivery Date Date Keel Laid	Gross Tons	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	DW1	Length	
PATTERSON LA, UNITED	STATES	02Jan1990	R-79 I-	R-54 L		R-62	
				•		,-	
Owner		Орегија:					
PORT IMPERIAL FERRY O	ORP	PORT IMPERIAL FERRY CORP					
FOOT OF PERSHING ROA	AD:	FOOT OF PERSHING	ROAD				
WEEHAWKEN NJ 07087		WEEHAWKEN NJ 07	087				
UNITED STATES		UNITED STATES					
This vessel must be mani	ned with the following !	icensed and unlicense	d personn	el. Included in wh	ich ther	e must be	
0 certified lifeboatmen, 0	certified tankermen,	O HSC type rating, and	d O GMDS	S Operators.			
1 Master	Master & 1st Class pilot	Radio Officer	(\$)	Chief Engineer		QMED/Rating	
Chief Mate	Mate & 1st Class Pilot	Able Seamen	/ROANW	1st Asst, Engr/2nd E	Engr.	Offers	
2nd Mate/OICNW	Lic. Mate/O(CNW	Ordinary Sear	men	2nd Asst. Engr/3rd I	Engr.		
3rd Mate/OICNW	1st Class Pilot	2 Deckhands		3rd Asst, Engr.			
				Lic. Engr.			

In addition, this vessel may carry 134 passengers, 0 other persons in crew, 0 persons in addition to crew, and no others. Total persons allowed: 137

Route Permitted and Conditions of Operation:

---Rivers---

UPPER NEW YORK BAY NORTH OF THE VERRAZANO BRIDGE TO WHITEHALL, NY; LONG ISLAND SOUND WEST OF A LINE DRAWN BETWEEN MANURSING ISLAND AND MATINECOCK POINT; ROCKAWAY INLET EAST OF A LINE DRAWN BETWEEN NORTON POINT AND ROCKAWAY POINT; RARITAN BAY WEST OF A LINE DRAWN THROUGH WARD POINT AND RARITAN RIVER LIGHT #4; SANDY HOOK BAY SOUTH OF A LINE DRAWN BETWEEN SANDY HOOK POINT AND COMFORT POINT.

IF THE VESSEL IS AWAY FROM THE DOCK, OR PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL, FOR A PERIOD OF WORK EXCEEDING TWELVE (12) HOURS IN A TWENTY-FOUR (24) HOUR PERIOD AN ALTERNATE CREW SHALL BE PROVIDED AND THE NUMBER OF PASSENGERS REDUCED ACCORDINGLY. WORK INCLUDES ANY ACTIVITY THAT IS PERFORMED ON BEHALE OF THE VESSEL, ITS CREW OR PASSENGERS,

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at Staten Island, NY, the Officer in Charge, Marine Inspection, SECTOR NEW YORK certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

A	nnual/Period	dic/Quarter	y Reinspections	This certificate issued/by:
Date	Zone	A/P/Q	Signature	de Dallal D
-	-	-	-	HEATAER R. MATTERN LODR, USCG BY DIRECTION
-	-		-	Officer In Charge, Marine Inspection
μ.	-	- .	-	SECTOR NEW YORK
_ 4	3	-	-	InspetBon Zorie





Certificate of Inspection

CAPT MARK SUMMERS

Certification Date; 05Jan2014

OR FOR THE OWNER OR OPERATOR. THIS INCLUDES STANDING WATCHES, PERFORMING MAINTENANCE ON THE VESSEL OR ITS APPLIANCES, LOADING STORES, OR PERFORMING ADMINISTRATIVE TASKS, WHETHER UNDERWAY OR AT THE DOCK.

WHEN THE UPPER DECK IS RESTRICTED FROM PASSENGER ACCESS, AND THE TOTAL NUMBER OF PASSENGERS ALLOWED ONBOARD IS 99, THE REQUIRED CREW IS 1 MASTER AND 1 DECKHAND.

THE MINIMUM NUMBER OF CHILD-SIZE LIFE PRESERVERS REQUIRED IS 14. WHEN MORE THAN 14 PERSONS WEIGHING LESS THAN 90 POUNDS ARE CARRIED, ADDITIONAL CHILD-SIZE LIFE PRESERVERS SHALL BE PROVIDED SO THAT THE VESSEL HAS APPROVED LIFE PRESERVERS SUITABLE FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS ON BOARD.

THIS VESSEL HAS A STABILITY LETTER THAT ALLOWS OPERATIONS ONLY ON A PROTECTED WATERS ROUTE. VESSEL SHALL CEASE UNDERWAY OPERATION WITH PASSENGERS ABOARD IN ALL WATERS OF THE UPPER NEW YORK BAY (NORTH OF THE VERRAZANO BRIDGE TO SOUTH OF A LINE DRAWN FROM SOUTHEAST CORNER OF MORRIS CANAL BASIN TO THE NORTHWEST CORNER OF PIER 9B IN BROOKLYN, NY) WHEN ACTUAL OR PREDICTED WEATHER REACHES GALE CONDITIONS. GALE CONDITIONS EXIST WHEN WIND SPEED IS SUSTAINED AT 34 KMOTS (BEAUFORT FORCE 8) OR MORE, REGARDLESS OF WIND OR CURRENT DIRECTION. TT IS THE MASTER'S RESPONSIBILITY TO MONITOR LOCAL FORECASTS AND OPERATING CONDITIONS PRIOR TO GETTING UNDERWAY WITH PASSENGERS ABOARD.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

VESSEL'S UPPER DECK IS RESTRICTED TO 48 PASSENGERS IN ACCORDANCE WITH STABILITY LETTER.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	31Jan2016	10Feb2014	26Jan2012
Internal Structure	31Jan2016	10Feb2014	26Jan2012

---Stability---

Letter	Approval	Date /	18May2012	Office/	CG	MSC
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---Inspection Status---

ı	"Libbante Aessera"					
	Type	Location		Previous	Last	Йехt
ı	Air Receiver	MACHINERY S	PACE	03Aug2010	26Jan2012	27Jul2015
	Air Receiver	MACHINERY S	PACE	03Aug2010	26Jan2012	27Jul2015

---Lifesaving Equipment---

Mumbe	r Perso	n's	Required
Total Equipment for	101	Life Preservers (Adult)	153
Lifeboats(Total) 0	₽	Life Preservers (Child)	16
Lifeboats(Port)* 0	0	Ring Buoys (Total)	3
Lifeboats(Starbd)* 0	Ð	With Lights*	1
Motor Lifeboats* 0	0	With Line Attached*	1
Lifeboats W/Radio* 0	0	Other*	1
Rescue Boats/Platforms 0	Q	Immersion Sults	Q



CAPT MARK SUMMERS

Department of Homeland Security United States Coast Guard

Certificate of Inspection

Certification Date: 05Jan2014

Inflatable Rafts 1 101 Portable Lifeboat Radios 0 Life Floats/Buoyant App 0 0 Equipped with EPIRB? No Inflatable Bouyant App(IBA) 0 0 (* included in totals)

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0

Number of Fire Pumps/ 2

Hose information

Qty Diameter Length 2 1.5 100

Fixed Extinguishing Systems

Capacity Agent

Agent Halon 1301 Space Protected ENGINE ROOM

Fire Extinguishers - Hand portable and semi-portable

Ottor

Class Type

1 2

B-I B-II

END



Certification Date: 12 Mar 2013 Expiration Öate: IMO Number: 12 Mar 2018

Certificate of Inspection

For ships on international voyages this certificate fulfills the rec	quirements of SQLAS 74 as a	mended, regu	lation V/14, for a S	SAFE MANNI	4G DOCUMENT.	
Vessel Name CONGRESSMAN ROBERT A. ROE	Official Number 1137118	call sign WDB47	call Sign. WDB4789		nger (Inspected)	
Hailing Port WEEHAWKEN NJ	Hut Moterial Aluminum	Horsepower 2400			ve	
SITKA, AK	Delivery Deleg Cara Real Leid 27 Mar 2003 34 Jun 2002	GrossTorra Rt-82	Nel Tons R-55	DWT	Langlis R-7 8.5 A	
UNITED STATES						
PORT IMPERIAL FERRY CORP FOOT OF PERSHING ROAD WEEHAWKEN, NJ 07087 UNITED STATES	PORT IMPERIAL FER FOOT OF PERSHING WEEHAWKEN, NJ 07 UNITED STATES	ROAD 087				
This vessel must be manned with the following i				which the	ere must be	
0 certified lifeboatmen, 0 certified tankermen, 1 Master 0 Master & 1st Class pilot 0 Chief Male 0 Mete & 1st Class Pilot 0 2nd Mate/OICNW 0 Lic. Mate/OICNW 0 3rd Mate/OICNW 0 1st Class Pilot		(s) VROANW	0 Chief Engines	r/2nd Engr. yr/3rd Eng r.	0 ÖMED/Rating 0 Oilers	
In addition, this vessel may carry 150 passengers, Total persons allowed: 156 Route Permitted and Conditions of Operation:	0 other persons in crew	ı, 3 persor	ns in addition to	crew, and	no others.	
Lakes, Bays, and Sounds plus	Limited Coast	wise	nge			
NOT MORE THAN 20 MILES FROM A HARBOR	OF SAFE REFUGE.					
THE VESSEL IS EQUIPPED WITH ONE 101-P OPERATES BEYOND 3 MILES FROM SHORE FR WEEKEND ON A LIMITED COASTWISE ROUTE,	om 01 november th	ROUGH TH	E FRÎDAY B	EFORE M	THE VESSEL IMORIAL DAY).	
THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 16. WHEN MORE THAN 16 CHILDREN (PERSONS WEIGHING 90 FOUNDS OR LESS) ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL BE CARRIED SO THAT THE VESSEL HAS AN APPROVED LIFE PRESERVER SUITABLE FOR EACH CHILD ON BOARD.						
* ***SEE NEXT PAGE FOR ADDITIONAL CERTIFICA	TE INFORMATION***					
With this inspection for Certification having been cor SECTOR NEW YORK certified the vessel, in all resp and regulations prescribed thereunder,	npleted at Weehawken,	NJ; the Off th the appli	leer in Charge ₎ cable vessel in:	Marine Ins spection lav	pection, ws and the rules	
Annual/Periodic/Quarterly Reinspections	This certificate issued i	ov. 7/11	· · · · · · · · · · · · · · · · · · ·			
Date Zone A/P/Q Signature		1211	ODD THE	מא טומבט	TUŠKI	
	GARY M. N Officer in Charge, Marine Inspection		CDR, USCG.	BY UIREC	HON .	
	Allows in the wife's spanson the herman		OR NEW YORK	<u> </u>		
	Inspection Zone					



Certificate of Inspection

CONGRESSMAN ROBERT A, ROE Certification Date: 12Mar2013

WHEN LESS THAN 100 PASSENGERS ARE ABOARD, THE NUMBER OF DECKHANDS MAY BE REDUCED BY ONE.

WHEN UNDERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL MUST BE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUARTITED TO SERVE AS A PILOT IN ACCORDANCE WITH 46CER15.812.

WHEN THE VESSEL IS AWAY FROM THE DOCK, OR HAS PASSENGERS ON BOARD, OR WHEN PASSENGERS HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN ANY 24 HOUR PERIOD, AN ALTERNATS CREW SHALL BE PROVIDED.

THIS VESSEL HAS DEMONSTRATED SATISFACTORY MANUEVERABILITY AND IS CAPABLE OF SAFELY RECOVERING A PERSON FROM THE WATER DIRECTLY FROM THE VESSEL/USING A RESCUE PLATFORM. THIS WAIVER OF THE REQUIREMENT FOR A RESCUE BOAT IS VALID WITHIN THE NEW YORK MARINE INSPECTION ZONE ONLY.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESTEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

Exam Type	Next Exam	· Last Exam·	Prior Exam
Drydock	31Jan2015	31Jan2013	28Jan2011
Internal Structure	31Jan2015	31Jan2013	28Jan2 0 11

---Stability---

Letter	Approval	Date	1	17May2012	Office/	CG	MSC

---Lifesaving Equipment---

ı	2	** 1	T	,	(n 1)
ł		Number	Person	\$	Required
ı	Total Equipment for		100	Life Preservers (Adult)	156
	Lifeboats (Total)	Ö	0	Life Preservers (Child)	16
Ì	Lifeboats(Port)*	Ò	* 0	Ring Buoys (Total)	3
I	Lifeboats(Starbd)*	0	0	With Lights*	1
}	Motor Lifeboats*	0	0	With Line Attached*	1
	Lifeboats W/Radio*	Ű	0	Other*	1
j	Rescue Boats/Platforms	1	0 -	Immersion Suits	0
	Inflatable Rafts	O	0	Portable Lifeboat Radios	0
	Life Floats/Buoyant App	0	Q	Equipped with EPIRB?	Yes
1	Inflatable Bouyant App(IBA)	1	101	(* included in totals)	

---Fire Fighting Equipment---

lumber	of	Fireman	Outfits/	0-	Number	of	Fire	Pumps/	1.
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Hose	information	
Otv	Diameter	Len

Qty	Diameter	Length
1	1.5	50
1	1.5	50.



Certificate of Inspection

CONGRESSMAN ROBERT

Certification Date: 12Mar2013

Fixed Extinguishing Systems

Capacity Agent Space Protected
1500 Halocarbon (Formerly: FM 200, FE241) Port Engine Room
1500 Halocarbon (Formerly: EM 200, FE241) Stbd Engine Room
1500 Halocarbon (Formerly: FM 200, FE241) Port Generator Room
1500 Halocarbon (Formerly: FM 200, FE241) Stbd Generator Room

Fire Extinguishers - Hand portable and semi-portable

Qty Class Type 1 A-II 1 B-I 4 B-II

END



 Certification Date:
 27 Apr 2011

 Expiration Date:
 27 Apr 2016

 IMO Number:
 9132076

Certificate of Inspection

For ships on International voyages this certificate fulfills the re	quirements of SOLAS 74 as an	nended, regulation V/14, for a SAF	E MANNING DOCUMENT.					
Vesael Name FINEST	Official Munifor Call Stan 1044082 WDC2284		serice Pessenger (Inspected)					
Halling Pool WEEHAWKEN NJ	สมเพราะสล! Aluminum	Harsepower 2700	Proprision Diesel Reduction					
MAMARONECK, NY UNITED STATES	Dallwary Dato Date Keel Leld 24Jul1996	Gross Tons Hal Tons R-93 R-63 L-498 L-147	DWT Longlii R-214.1 I-114.1					
FAST FERRY I CORP NEW YORK FAST FERRY SERVICES INC 1 PERSHING RD 52 SHREWSBURY AVENUE WEEHAWKING, NJ 07086 HIGHLANDS, NJ 07732 UNITED STATES								
This vesset must be manned with the following 0 certified lifeboatmen, 0 certified tankermen,			which there must be					
*1 Master Master & 1st Class pilot Chief Mate Mate & 1st Class Pilot 2nd Mate/OICNW 1 Lig. Mate/OICNW 3rd Mate/OICNW 1st Class Pilot	Radio Officer(s Able Seamen/F Ordinary Seam 3 Deckhands	Chlef Engineer COANW 1st Asst, Engi/2n	*					
In addition, this vessel may carry 349 passengers, Total persons allowed: 354	0 other persons in crev	v, 0 persons in addition to	crew, and no others.					
Route Permitted and Conditions of Operation:								
Lakes, Bays, and Sounds plus	Limited Coast	wise						
NOT MORE THAN 20 MILES FROM A HARBOR	OF SAFE REFUGE.							
VESSEL OPERATIONS AND CREW TRAINING S HIGH SPEED OPERATIONS MANUAL AND TRAI			THE APPROVED					
WHEN UNDERWAY ON THE NAVIGABLE WATERS DIRECTION AND CONTROL OF AN INDIVIDUA 46CFR15.812.								
WHEN CARRYING MORE THAN 150 PASSENGER	s, the licensed m	ate may be substitu	TED WITH A SENIOR					
SEE NEXT PAGE FOR ADDITIONAL CERTIFIC	ATE INFORMATION		<i>40</i>					
With this inspection for Certification having been co SECTOR NEW YORK certified the vessel, in all res rules and regulations prescribed thereunder.								
Annual/Periodic/Quarterly Reinspections Date Zone A/P/Q Signature	This certificate Issued t	y. /	-					
	GARY M. ME	SSMER, ODR, USCG, BY	DIRECTION					
	SECTOR NE	W YORK	and the second s					
- - - -		Inspection Zone						



Certificate of Inspection

FINEST

Certification Date: 27Apr2011

DECKHAND PROVIDED THIS CREWMEMBER IS AN ADDITIONAL DECKHAND TO THOSE REQUIRED IN THE BELOW CHART AND MEETS THE QUALIFICATIONS AND IS DESIGNATED IN WRITING AS PER NVIC 1-91, CE-1. THE DESIGNATION LETTER SHALL BE MAINTAINED ABOARD THE VESSEL.

NUMBER OF PASSENGERS:

REQUIRED CREW:

300	-	349	1	MASTER,	1	LICENSED MATE,	3	DECKHANDS
151		299	1	MASTER,	1.	LICENSED MATE,	2	DECKHANDS
1	$\overline{}$	150	1	MASTER,	2	DECKHANDS		

IF THE VESSEL IS AWAY FROM THE DOCK, OR PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN A 24 HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED.

THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 36. WHEN MORE THAN 36 CHILDREN (PERSONS WEIGHING 90 POUNDS OR LESS) ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL BE CARRIED SO THAT THE VESSEL HAS AN APPROVED LIFE PRESERVER SUITABLE FOR EACH CHILD ON BOARD.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	28Feb2013	23Feb2011	01Apr2009
Internal Structure	23Feb2013	23Feb2011	01Apr2009

---Stability---

Letter	Approval	Date	1	03Apr1997

Office/ USCG MARINE SAFETY CENTER

---Lifesaving Equipment---

3 3				
	Number	Person	s '	Required
Total Equipment for		250	Life Preservers (Adult)	354
Lifeboats(Total)	0	0	Life Preservers (Child)	36
Lifeboats (Port) *	0	0	Ring Buoys (Total)	3
Lifeboats (Starbd) *	0	0	With Lights*	1
Motor Lifeboats* .	0	0	With Line Attached*	1
Lifeboats W/Radio*	Đ	0	Other* .	1
Rescue Boats/Platforms	1	ů.	Immersion Suits	0
Inflatable Rafts	3	250	Portable Lifeboat Radios	0
Life Floats/Buoyant App	0	0	Equipped with EPIRB?	Yes
Inflatable Bouyant App(IBA)	0	0	(* included in totals)	

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0 Number of Fire Pump	s/	2
--	----	---

Hose information

Qty Diameter Length 3 1.5 Other

Fixed Extinguishing Systems

Capacity Agent

Space Protected



Certification Date: 18 Jun 2012
Expiration Date: 18 Jun 2017
IMO Number:

Certificate of Inspection

For ships on International voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.

ı			
Vector Matha GEORGE WASHINGTON	Official Number 948900	call sign WCP2897	service Passenger (Inspected)
Halling Port NEW YORK NY	Hull Maperla! Aluminum	Rossepower 1528	Propulsion Diesel Reduction
PRICE BUIR PATTERSON LA, UNITED STATES	, Delivery Date Date Keet Laid 31Jul11989 04Jan1989	Gess Tons Net Tons R-95 R-66 I- I-	DWT Length R-87,3 -
OWNER PORT IMPERIAL FERRY CORP 4800 AVENUE AT PORT IMPERIAL WEEHAWKEN, NJ 07086 UNITED STATES	Operator PORT IMPERIAL FE 4800 AVENUE AT PO WEEHAWKEN, NJ 0 UNITED STATES	ORT IMPERIAL	

This vessel must be manned with the following licensed and unlicensed personnel. Included in which there must be 0 certified lifeboatmen, 0 certified tankermen, 0 HSC type rating, and 0 GMDSS Operators.

- 1 Master 0 Chief Mate
- 0 Master & 1st Class pilot
- 0 Mate & 1st Class Pilot
- 0 Injecto of 191 (1999) 1-110
- 0 2nd Mate/OICNW 0 3rd Mate/OICNW
- 1 Lic, Mate/OICNW 0 1st Class Pilot
- 0 Radio Officer(s)

2 Deckhands

- 0 Able Seamen/ROANW
- 0 1st Asst. Engr/2nd Engr,
- 0 QMED/Rating

- D Ordinary Seamen
- 0 2nd Asst. Engr/3rd Engr. 0 3rd Asst. Engr.

0 Chief Engineer

O Lie Fran

In addition, this vessel may carry 355 passengers, 5 other persons in crew, 0 persons in addition to crew, and no others. Total persons allowed: 364

Route Permitted and Conditions of Operation:

---Rivers---

NOT MORE THAN ONE MILE FROM LAND.

UPPER NEW YORK BAY NORTH OF THE VERRAZANO NARROWS BRIDGE TO WHITEHALL, NEW YORK; LONG ISLAND SOUND WEST OF A LINE DRAWN BETWEEN MANDRSING ISLAND AND MATINECOCK POINT; ROCKAWAY INLET EAST OF A LINE DRAWN BETWEEN NORTON POINT AND ROCKAWAY POINT; RARITAN BAY WEST OF A LINE DRAWN THROUGH WARD POINT AND RARITAN RIVER LIGHT #4; SANDY HOOK BAY SOUTH OF A LINE DRAWN BETWEEN SANDY HOOK POINT AND, COMFORT POINT.

WHEN THE UPPER DECK IS RESTRICTED FROM PASSENGER ACCESS, AND THE TOTAL NUMBER OF PASSENGERS ALLOWED ONBOARD IS 99, THE REQUIRED CREW IS 1 MASTER AND 1 DECKHAND.

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at New York City, NY, the Officer in Charge, Marine Inspection, SECTOR NEW YORK certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

A	nnual/Period	ic/Quarterl	y Reinspections	This certificate issued by
Date	Zone	A/P/Q	Signature	Allin -
_	-		-	GARY M. MESSMER, COR, USCG, BY DIRECTION
~	-		-	Officer in Charge, Marina Inspection
-	_	-	-	SECTOR NEW YORK
-	-	-		Inspection Zone



Certificate of Inspection

GEORGE WASHINGTON

Certification Date: 18Jun2012

THE MINIMUM NUMBER OF CHILD-SIZE LIFE PRESERVERS REQUIRED IS 37. WHEN MORE THAN 37 PERSONS WEIGHING LESS THAN 90 POUNDS ARE CARRIED, ADDITIONAL CEILD SIZE-LIFE PRESERVERS SHALL BE PROVIDED SO THAT THE VESSEL HAS APPROVED LIFE PRESERVERS SUITABLE FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS.

A MAXIMUM OF 172 PERSONS MAY BE CARRIED ON THE UPPER DECK.

THE REQUIRED CREW SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLE

NUMBER OF E	PASSENGERS		REÇ	Ü	RED CREW			
1 - 1	L49 1	L.	MASTER,	2	DECKHANDS			
150 - 2	299 1	L	MASTER,	1	LICENSED MAT	E,	1	DECKHAND
300 - 3	355 1.	L	MASTER.	1	LICENSED MAY	Ε.	2	DECKHANDS

WHEN OPERATING WITH MORE THAN ONE HUNDRED AND FIFTY (150) PASSENGERS, THE LICENSED MATE MAY BE REPLACED BY A SENIOR DECKHAND WHO IS DESIGNATED IN WRITING BY THE MASTER IN ACCORDANCE WITH U.S. COAST GUARD NAVIGATION AND INSPECTION CIRCULAR (NVIC) NO. 1-91. THE SENIOR DECKHAND SHALL BE CAPABLE OF DIRECTING EMERGENCY RESPONSE ACTIONS OF THE VESSEL'S CREW. IN THE EVENT THE MASTER BECOMES INCAPACITATED, THE SENIOR DECKHAND SHALL BE CAPABLE OF RETURNING THE VESSEL SAFELY TO PORT. A COPY OF THE DESIGNATION LETTER SHALL BE MAINTAINED ON BOARD THIS VESSEL.

WHEN THE VESSEL IS AWAY FROM THE DOCK, OR HAS PASSENGERS ON BOARD, OR WHEN PASSENGERS HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN ANY 24 HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED.

THE VESSEL IS AUTHORIZED TO CARRY CONTINENTAL AIRLINES CARGOES LISTED IN ENCLOSURE 1 OF SECTOR NEW YORK LETTER 16710 DATED NOVEMBER 9, 2007 WITH THE FOLLOWING RESTRICTIONS:

- 1. CARGOES CLASSIFIED AS UN2911 AND UN3373 SHALL NOT BE CARRIED AT ANY TIME.
- 2. NO PASSENGERS SHALL BE CARRIED WHEN TRANSPORTING CONTINETAL AIRLINES CARGO BINS. THE NUMBER OF BINS TO BE CARRIED SHALL BE NO MORE THAN TWO (2) WITH A MAXIMUM WEIGHT OF 600 POUNDS EACH.
- 3. A WRITTEN CHAIN OF CUSTODY SHALL BE MAINTAINED FOR ALL CARGOES CARRIED.

THIS VESSEL HAS A STABILITY LETTER THAT ALLOWS OPERATIONS ONLY ON A PROTECTED WATERS ROUTE. VESSEL SHALL CEASE UNDERWAY OPERATION WITH PASSENGERS ABOARD IN ALL WATERS OF THE UPPER NEW YORK BAY (NORTH OF THE VERRAZANC BRIDGE TO SOUTH OF A LINE DEAWN FROM SOUTHEAST CORNER OF MORRIS CANAL BASIN TO THE NORTHWEST CORNER OF PIER 9B IN BROOKLYN, NY) WHEN ACTUAL OR PREDICTED WEATHER REACHES GALE CONDITIONS. GALE CONDITIONS EXIST WHEN WIND SPEED IS SUSTAINED AT 34 KNOTS (BEAUFORT FORCE 8) OR MORE, REGARDLESS OF WIND OR CURRENT DIRECTION. IT IS THE MASTER'S RESPONSIBILITY TO MONITOR LOCAL FORECASTS AND OPERATING CONDITIONS PRIOR TO GETTING UNDERWAY WITH PASSENGERS ABOARD.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

di .			
Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	30Nov2012	01Nov2010	23Dec2008
Internal Structure	30Nov2012	01Nov2010	23Dec2008



Certificate of Inspection

GEORGE WASHINGTON

END

Certification Date: 18Jun2012

	Stability					
		L Date / 22May	2012	Office/	CG MSC	
	T					
	Inspection Stat	us				
	Pressure Vessels	*		Description	T f-	37
		Location ENGINE ROOM		Previous 22Jul2008		Next
	Air Receiver	ENGINE ROOM		22Jul2008		
	THE RECEIVE	PROTUR FOOR		223412000	TOOMISOLI	220012013
	Lifesaving Equi	pment				
		Number 1	Person	5		Required
1	Total Equipment for			Life Preserver		364
	Lifeboats (Total)	. 0	D • • C	Life Preserver	s (Child)	37
-	Lifeboats (Port) *			Ring Buoya (Tot		3
ļ	Lifeboats (Starbd) *		Ó	With Lights*		1
- {	Motor Lifeboats* Lifeboats W/Radio*	•	0	With Line At	tached*	1
٠		-	0	Other*		1.
	Rescue Boats/Platform Inflatable Rafts		0	Immersion Suit	-	0
1	Life Floats/Buoyant A		0 0	Portable Lifek		0 Na
1	Inflatable Bouyant Ap		0	Equipped with (* included in		NO
	satisficante nouyane ap	b(TDE) 0	· ·	(Tucrided II	1 cocais;	
1	Fire Fighting E	quipment				
	Number of Fireman Out			Number of Fire	Pumps/ 1	
	Hose information					
	Qty Diameter	(epath				
	il _	100				
	Fixed Extinguishing	Systems				
	Capacity Ag	-			Space Prote	cted
	80. Ha	lon 1301			MACHINERY S	PACE
					*	
	Fire Extinguishers -	Hand portable	and s	emi-portable		
		ass Type		- market and the graph of the presence and the		
	1 B-	W A4				
	2 · B					
	n .					



06 Feb 2013 Certification Date: Exp.ration Date. IMO Number: 06 Feb 2018

Certificate of Inspection

For swips on international voyages this certificate fulfills the req	tingenents of SOLAS 74 as en	sended, regul	alinni Wile, Rox & SA	L.C. WALANIE	s oggennent.
GOVERNOR THOMAS IL KEÄN	1137612	est 5.40 WDB478	is	Sesson Passon	ge: (Inspected)
PERMEN WEEHAWKEN MJ	सुर्गित्रम्यातात्र संघारमञ्ज	четероую 2400		Jet Drivi	3
Place Hust	Delway, Figure - Cata Mart Lord 27Mlo/2003 - 27Jun 2002	Gran žane R.B.3	val Tere 9-85	DANS	Levigille Re790, F
SITKA, AK UNITED STATES		4	1		ļ.
PORT IMPERIAL FERRY CORP FOOT OF PERSHING ROAD WEEHAWKEN, NJ 07087 UNITED STATES	PORT IMPERIAL FER FOOT OF PERSHING WEEHAWKEN, NJ 07 UNITED STATES	ROAD			
This vessel must be manned with the following I	icensed and unlicense	d person	et, included in	which the	re must bo
0 certified lifeboatmon, 0 certified tankermen, 1 Master 0 Master & Ist Class prod 0 Crost Mate 0 Mate & Ist Class Pilot 0 2nd Mate/OROW 0 Lic Mate/OROW 0 3nd Mate/OROW 0 1st Class Pilot		r(a) n/ROANVY	G Chief Engineer O 1st Asst. Engin O 2nd Asst. Engin O 3nd Asst. Engin O 3nd Asst. Engin	žnd čagr járd Engr	O OMEC/RailingOtters
Route Permitted and Conditions of Operation: Lakes, Bays, and Sounds BOT MORE THAN OBE MILE FROM LAND.					
LOWER MEW YORK BAY INSIDE A LINE DRAW JEESEY, LONG ISLAND SOUND INSIDE OF FLIGHT ON BLOCK ISLAND. IF THE VESSEL IS AWAY PROMITTE DOCK, VESSEL FOR A PERIOD EXCEDENCE IN HOUSE TROUBLED.	OR PASSENCERS AN	SER MONT 5 ON BOA	AUK POINT L	errana . Ferur ao	TAN LAMP SCINTINGWEAT
***SEE NEXT PAGE FOR ADDITIONAL CERTIFIC With this Inspection for Certification having been on SECTOR NEW YORK certified the reseal, in all researched thereunder.	innieted at STATEN ISL	AND, NY,	the Officer in Chilicable vessel in	rarge, Mar spection la	ine Irispection, was and the rule
Annual/Periodic/Quarterly Reinspectrons Date Zone NP/Q Signature Official M - Sec 197 - A / A / A / A / A / A / A / A / A / A	This certificate issued GARY M. Chase in Change, Marine Image.	MESSME	, R. CDR. USCG,	BYTHREG	HOH
	Syperion Suns	\\$EC	OR NEW YOR	K	C BOOMS CARRYON Com. PROVIDERS



Ligarianem of Chancing Decimity United States Coast Guard

Certificate of Inspection

THIS DERIVER AND THE STATE OF T

Combatton Date: 06Vah2011

WHEN LEAS THAN DID PASSENGERS ARE ARCARD. THE DIMBLE OF DISTRIBUDE WAS BE REDUCED BY ONE.

THE MINIMUM NUMBER OF WHILD-SIZE LYPE FRESERVERS REQUIRED IS 16. WHEN MORE THAN 10 PERSONS WEIGHING LEGS THAN DO POUMDS ARE CARRIED, ADDITIONAL CHILD-SIZE LIFE PRESERVERS RANKS BE EROVIDED SO THAT THE VESSEL HAS APPROVED LIFE BRESKRYERS SUITABLE TOX EACH PERSON WEIGHING LESS THAN 90 POUNDS.

THIS VERSEN, WAS DEMONSTRATED BATTSFRETORY MANDEVERABILITY AND CO CAPABLE OF SAFELY RECOVERING A PERSON FROM THE WATER DIRECTLY FROM THE VERSEL/USING A RESCUE PLATFORM.
THEN MATVES OF THE RESCUENCEMENT FOR A RESCUE BOAT IS VALID WITHIN THE NEW YORK MARTHE INSERTION EXCENSED.

PRICE TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION FOR THE DEFINED 33 CER SAFT 5.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CEASES MARINE IMPRECTION FOR THE MARINE IDESECTION FOR THE WASHE IDESECTION FOR THE WASHE IDESECTION FOR THE WASHE IDESECTION FOR THE WASHE IDESECTION FOR THE WASHE IDESECTION FOR THE WASHE INTEREST TO OPERATE TO IDENTIFY TONE SPECIFIC OPERATIONAL CONSTRAINTS AND BOUTE LIMITATIONS.

---Hull Exams---

7	ES ALL JAL 181 . JAMES AND SAN TO SAN THE SAN			
*****	Exame Type	16安东北 - 51米(15)1	<u> Mast</u> Exam	Frlue Exam
	Brydock	22Feb2015	225eb2013	22Feb2011
	Internal Structure	22Feb2019	226002013	72Feb2U11

---Stability---

Single Approval Date / 1785/2018

Office/ CG MSC

---Lifesaving Equipment---

	Number	Purson	5	Required
Tobal Equipment for		(3)	Lire Preservers(Aduit)	146
Lifeboats(Total)	0	0	(.) fa Preservers (Child)	16
Lifeboats(Port)*	0	ŷ.	Ring Baoys(Total)	7
Lifabakas (Starbol -	()	G	With Laghbat	İ
Meter Liteposts'	Ü	Ġ.	With Line Attached.	1
	<u>(i)</u>	11	Other*	1
Rescue Boats/Platforms	3	1 ¹ I	Transcrision Aulta	Ú
Inflatable Kafta	()	Ū	Portable Alfaboat Radius	Ü
Life Floats/Subyant App	J\$)	Q.	Equipped with EPIRB?	$Y \in g$
Inital able Honyant AppliBA)	17	Ų	<pre>(* included in totals)</pre>	

--- Fire Fighting Equipment---

Number of Fineman Outlies/ 0

| Mumber of Fire Humps/ I

M se information

Diy 1 1	សំខែការសេចស្	Langth
1	1 - 5	50
1	1.5	20



Department of Contained Security Langed States Const Guard

Certificate of Inspection

DOMERNON TERMINAS II.

Ceristication Data. 06Feb2013

*Fixed Extragglahing Systemat

Capacity Agent. Space Protected 1900 Halocarbon (Formerly: FM 700, FB241) For: Engine Boom 1900 Halocarbon (Formerly: FM 700, FB241) Stort Engine Boom 1000 Halocarbon (Formerly: FM 700, FE241) Port Generator Boom 1500 Balesarbon (Formerly: FM 700, FE241) Stort Generator Boom

"Fire Entanquishers - Hand portable and sens-portable"

Out Class Tyre

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<u> 13 ~ T Z</u>

** * 新國第二十十



Certification Date: Expiration Date:

19 Feb 2013 19 Feb 2018

IMO Number:

Certificate of Inspection

Vessel Nan JERSE	ne Y CITY			Official Number 1137610	call Sign WDB476	37	service Passen	ger (Inspected)
Hailing Por WEEH/ NJ	AWKEN			Hull Material Aluminum	Horsepower 2400		Propulsion Jet Driv	е
Place Bullt SITKA,				Dalivery Date Date Keel Leld 27Mar2003 27Jun2002	Gross Tons R-82	Net Tons R-65	TWD	Length R-78.5
UNITE	D STATES				l-	ŀ		-
FOOT WEEH	IMPERIAL FER OF PERSHING IAWKEN NJ 076 ED STATES	ROAD	RP	PORT IMPERIAL FER FOOT OF PERSHING WEEHAWKEN NJ 07 UNITED STATES	ROAD			
				censed and unlicense			which the	re must be
o cen	1 Master D Chief Mate O 2nd Mate/OICN O 3rd Mate/OICN	W.	O Master & 1st Class pilot O Mate & 1st Class Pilot O Lic. Mate/OICNW O 1st Class Pilot	0 Radio Office 0 Radio Office 0 Able Seame 0 Ordinary Se 2 Deckhands	er(s) en/ROANW	O Chief Engineer O 1st Asst. Engr/2 O 2nd Asst. Engr/ O 3rd Asst. Engr. O Lic. Engr.	-	0 QMED/Rating 0 Oilers
Total p	persons allowed	: 156	nry 150 passengers,	0 other persons in cre-	w, 3 perso	ns in addition to	crew, and	no others.
L	akes, Bay	s, an	d Sounds plus	Limited Coast	twise	_		
IF TH	E VESSEL IS L FOR A PER	AWAY	FROM A HARBOR OF FROM THE DOCK, CEEDING 12 HOUR	OF SAFE REFUGE. OR PASSENGERS ARI S IN A 24 HOUR PI	E ON BOA ERIOD AN	RD OR HAVE A ALTERNATE C	CCESS !	TO THE
CHILD PRESE EACH	REN (PERSON RVERS SHALI CHILD ON BC	S WEI(BE CA DARD.	SHING 90 POUNDS ARRIED SO THAT T	PRESERVERS REQUIOR LESS) ARE CARI HE VESSEL HAS AN	RIED, AD APPROVE	DITIONAL CHI	LD SIZ	
NEW		the vess	sel, in all respects, is in	mpleted at New York, N conformity with the ap				
			ly Reinspections	This certificate issued	byij			
Date	Zone	A/P/Q	Signature T.	GARVIA	ZANA E	R, CDR, USCG, I	ev nider	TION
-			_	Officer in Charge, Marine Inspet		1, CDI1, USCG, E	DI DIKE(/ ION
			_	a second a s		OR NEW YORK	(
_	-				SEC	OR NEW YORK	(





Certificate of Inspection

JERSEY CITY

Certification Date: 19Feb2013

WHEN LESS THAN 100 PASSENGERS ARE ABOARD, THE NUMBER OF DECKHANDS MAY BE REDUCED BY ONE.

WHEN UNDERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL SHALL BE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUALIFIED TO SERVE AS A PILOT IN ACCORDANCE WITH 46 CFR 15.812.

THIS VESSEL HAS DEMONSTRATED SATISFACTORY MANUEVERABILITY AND IS CAPABLE OF SAFELY RECOVERING A PERSON FROM THE WATER DIRECTLY FROM THE VESSEL USING A RESCUE PLATFORM. THIS WAIVER OF THE REQUIREMENT FOR A RESCUE BOAT IS VALID WITHIN THE NEW YORK MARINE INSPECTION ZONE ONLY.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	31Jan2015	31Jan2013	21Jan2011
Internal Structure	31Jan2015	31Jan2013	21Jan2011

---Stability---

Letter

Approval Date / 27Mar2012 Office/ CG MSC

---Lifesaving Equipment---

		Number	Person:	s	Required
	Total Equipment for		101	Life Preservers (Adult)	156
	Lifeboats (Total)	0	0	Life Preservers (Child)	16
	Lifeboats(Port)*	0	0	Ring Buoys (Total)	3
İ	Lifeboats (Starbd) *	0	0	With Lights*	1
l	Motor Lifeboats*	0	0	With Line Attached*	1
ŀ	Lifeboats W/Radio*	0	0	Other*	1
	Rescue Boats/Platforms	1	0	Immersion Suits	0
i	Inflatable Rafts	0	0	Portable Lifeboat Radios	0
	Life Floats/Buoyant App	0	0	Equipped with EPIRB?	Yes
	Inflatable Bouyant App(IBA)	1	101	<pre>(* included in totals)</pre>	

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0 Number of Fire Pumps/ 1

Hose information

Qty Diameter Length 1.5

Fixed Extinguishing Systems

	Capacity	Agent					Space	Protecte	ed.
l	1500 1500	Halocarbon	(Formerly:	FM	200,	FE241)	Port	Engine Ro	oom
		Halocarbon	(Formerly:	$\mathbb{F}M$	200,	FE241)	Stbd	Engine Ro	oom
	1500	Halocarbon	(Formerly:	$\mathbb{F}\mathbb{M}$	200,	FE241)	Port	Generato:	Room
i	1500	Halocarbon	(Formerly:	EM	200,	FE241)	Stbd	Generato	c Room



Certificate of Inspection

JERSEY CITY

Certification Date: 19Feb2013

Fire Extinguishers - Hand portable and semi-portable

Otto

Class Type

2 1

A-II

6

B-I

B-II

END



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United States of America

Certification Date: 21 Mar 2012 Expiration Date: 21 Mar 2017 IMO Number:

Certificate of Inspection

Vessel Neute MOIRA SMITH	Official Number 1121370	Call Sign WDA660	Call Sign WDA6604		service Passenger (Inspected)	
Hailing Port WEEHAWKEN NJ	Huil Material Aluminum	Horsepaver 1800		Propulsion Diesel	Outdrive	
Piece Built SITKA, AK UNITED STATES	Delivery Date Date Keel Laid 07Dec2001 25Apr2001	Gross Fons R-55 I-	Not Tons R-44	DWT	Length R-64,8 I-	
OWNER OWNER PORT IMPERIAL FERRY CORP FOOT OF PERSHING ROAD WEEHAWKEN, NJ 07087 UNITED STATES	Operator PORT IMPERIAL FEF FOOT OF PERSHING WEEHAWKEN, NJ 07 UNITED STATES	ROAD				
This vessel must be manned with the following of certified lifeboatmen, 0 certified tankermen				which the	ere must be	
1 Master 0 Master & 1st Class p 0 Chief Mate 0 Mate & 1st Class Pik 0 2nd Mate/OICNW 0 Lio, Mate/OICNW 0 3rd Mate/OICNW 0 1st Class Pikot	llot 0 Radio Office	r(s) n/ROANW amen	0 Chlef Engines 0 1st Asst. Eng	r/2nd Engr. gr/3rd Engr.	0 QMED/Rating 0 Oilers	
In addition, this vessel may carry 98 passengers persons allowed: 101	, 1 other persons in crew	, 0 person	s in addition to	crew, and	no others, Tota	
Route Permitted and Conditions of Operation:Lakes, Bays, and Sounds plu	s Limited Coast	twise	_			
WHEN OPERATING FROM MONTAUK POINT, I PRIOR TO THE MEMORIAL DAY WEEKEND TO THREE (3) MILES FROM LAND.	NEW YORK TO CAPE M	AY, NEW	JERSEY BETW			
WHEN OPERATING BETWEEN NOVEMBER 01 'THE VESSEL MAY NOT OPERATE MORE THAT ROUTE.						
WHEN THE VESSEL IS AWAY FROM THE DO ACCESS TO THE VESSEL FOR A PERIOD E						
SEE NEXT PAGE FOR ADDITIONAL CERTIF	CATE INFORMATION		,			
With this Inspection for Certification having been NEW YORK certified the vessel, in all respects, is regulations prescribed thereunder.						
requiations prescribed thereunder.						
Annual/Periodic/Quarterly Reinspections Date Zone A/P/Q Signature	This certificate issued	by:///	111			

SECTOR NEW YORK

laspection Zona



Certificate of Inspection

MOIRA SMITH

Certification Date: 21 Mar2012

CREW SHALL BE PROVIDED.

THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 11. WHEN MORE THAN 11 \cdot CHILDREN (PERSONS WEIGHING 90 FOUNDS OR LESS) ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL BE CARRIED SO THAT THE VESSEL HAS AN APPROVED LIFE PRESERVER SUITABLE FOR EACH CHILD ON BOARD.

WHEN UNDERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL MUST BE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUALIFIED TO SERVE AS A PILOT IN ACCORDANCE WITH 46CFR15.812.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	28Feb2014	24Feb2012	290ct2009
Internal Structure	28Feb2014	22Feb2012	290ct2009

---Stability---

etter	Approval	Date /	31Jan2012
ver ret	Whatcher	Date /	コエリロロだらしてで

Office/ Marine Safety Center

---Lifesaving Equipment---

Й					20001
		Number	Person	S	Required
	Total Equipment for		0	Life Preservers (Adult)	101
I	Lifeboats(Total)	0	0	Life Preservers (Child)	11
۱	Lifeboats(Port)*	0	0	Ring Bucys(Total)	1
į	Lifeboats(Starbd)*	0	0	With Lights*	1
l	Motor Lifeboats*	0	0	With Line Attached*	1 .
	Lifeboats W/Radio*	0	0 .	Other*	0
	Rescue Boats/Platforms	1	Ð	Immersion Suits	0
	Inflatable Rafts	0	0	Portable Lifeboat Radios	0
ł	Life Floats/Buoyant App	0	0	Equipped with EPIRB?	ИФ
	Inflatable Bouvant App(IBA)	0	0 ·	(* included in totals)	

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0 Number of Fire Pumps	/	1
---	---	---

Hose information

Qty Diameter Length 1.5 50

Fixed Extinguishing Systems

Capacity Agent Space Protected
100 Carbon Dioxide Machinery Compartment
4 Halocarbon (Formerly: FM 200, FE241) Generator



Certificate of Inspection

MOIRA SMITH

Certification Date: 21Mar2012

Fire Extinguishers - Hand portable and semi-portable

Otv

Class Type

1

A-II B-I

1 2

B-II

END



United States of America

Department of Homeland Security United States Coast Guard Certification Date: 15 Oct 2013 Expiration Date: 15 Oct 2018

IMO Number:

Certificate of Inspection

For ships on international veyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation W14, for a SAFF MANNING DOCUMENT.

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					Call Blgn		Spwice		
PORTA	ORT IMPERIAL MANHATTAN			916221		WBP338	4	Раѕѕел	ger (Inspected)
Halling Port				Hull Material		Hörsepower		Probulsion	
WEEHA!	WKEN			Aluminum	1	1500		Diesel I	Reduction
Place Ballt		914-17:15:		Delivery Date	Date Kitel Laid	Gross Tons	Net Tegs	ЭWT	engin
PATTER	SON, LA			14Jul1987		R-96 1-753/	R-85° E\$15		R-69.7
UNITED	STATES					1.5.2.4	F 1 100		14
Owner PART 19	MPERIAL FE	BBV COE	DD.	Operator DOOPT 184	PERIAL FERF	W choo			
	F PERSHIN		VI.		F PERSHING!				
	WKEN, NJ 0				NKEN, NJ 070				
UNITED	STATES			UNITED	STATES				
This ve	ssel must he	manner	with the following li	ingneed at	nd uniconeac	Ingresse	al Included in v	ebiob the	ren musel ha
0 certif	ied lifeboats	nen, 0 c	ertified tankermen,	HSC typ	e fating, and	0 GMDS	S Operators.	anicu îu	as must be
	1 Master		0 Master à 1st Class pilet		0 Radio Officera	5)	0 Chief Engineer		0 QMED/Rating
	0- Chief Matë o∷doula totologic	eacterals	0 Mate & 1st Class Pilot		0 Able Seamen/		0 1st Asst, Engr/2		Q Qilers
	0' 2nd Mate/Of0 0' 3rd Mate/Of0		1 Life, Mate/QTQNW/ 0 1st Class Pilot		Ordinary Sear Deokhands	ทธุก	0 2nd Asst, Engr/. 0 3rd Asst, Engr.	ard Engr.	•
	a ara mata ara	1134	o tar bross title		Z Deurnangs	,	D Lie Engr.		
	Market and the second						the server and 1871.		
			rry 438 passengers,	3 other pa	ersons in crew	, O perso	ns in addition to	crew, and	no others
	ersons allower		is of Operation:		The state of the s				
-		D-0220.14127	o so o por cultour						
Ri	vers								
NOT NO	RE THAN G	NE MILE	FROM SHORE.						
agedu.	naturki Wickinska	DAY NOT	ath of the verba	EPRESA TONO	TTWEE SIA 1711	T. CO 177 T. CT	1877 - V 20122 - W	at unit	and the same more and the same advanced
OF A L	INE DRAWN	BETWEE	in of the vered in manupsing isl	and and	MATINECOCI	K POINT	ROCKAWAY I	SLANU NLET E	est en e
LINE D	RAWN BETW	EEN NOR	eton poent and a	CKAWAY	POINT; RA	ritan b	AY WEST OF A	LINE .	DEAWN
THREAM	H WARD PO M SANDY H	INT ANI Ogy Poi	RARITAN RIVER INT AND COMFORT	LIGHT #	1; SANDY H	DOK BAY	Bouth of A	LINE D	RAWN
									· .
WHEN T	HE UPPER	DECK II	S RESTRICTED ERC BOARD IS 99, THE	M PASSÉ Proute	NGER ACCES	S, AND '	PHE TOTAL NU	MAES O	ੜ
E Eperations	Conter white	sattin Oser	WHEN IN BO, I'M	· with the	MIS CALMI 20	in statements	E. P. BANKE I, LANGE	e Braditer in 115 e	
SEE	NEXT PAGE	FOR AD	DITIONAL CERTIFIC	ATE INFO	RMATION				
With th	is Inspection	for Certifi	cation having been co	mpleted at	Staten Island,				
			d the vessel, in all res	pects, is m	conformity wit	th the appl	icablé věssel Ins	pection l	aws and the rule
ano reg	julations pres	scribed the	ereunder.				, ,		
A	nnual/Periodi	c/Quarter	ly Reinspections	This cer	lificate/issued	by: Iza I	1-21-		
Date	Zone	A/P/Q	Signature	_		LAZIU	21/2		
-	-				HEATHER R	R. MATTER	RN LÖDR, USCO	BYDIR	ECTION
	~			Officer in (Charge, Marine Inspecti		OR NEW YORK	,	
	-	-	-	Inspector	ı Zone.	اباتاق	ON INCH TORM	*	



Certificate of Inspection

PORT IMPERIAL MANHATTAN Certification Date: 150ct2013

THE MINIMUM NUMBER OF CHILD-SIZE LIFE PRESERVERS REQUIRED IS 45. WHEN MORE THAN 45 PERSONS WEIGHING LESS THAN 90 POUNDS ARE CARRIED, ADDITIONAL CHILD SIZE-LIFE PRESERVERS SHALL BE PROVIDED SO THAT THE VESSEL HAS APPROVED LIFE PRESERVERS SUITABLE FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS ON BOARD.

THE REQUIRED CREW SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLE

NUMBER OF PASSENGERS REQUIRED CREW

300 - 438 1 MASTER, 1 LICENSED MATE, 2 DECKHANDS

150 - 299 1 MASTER, 1 LICENSED MATE, 1 DECKHAND

1 - 149 1 MASTER, 2 DECKHANDS

WHEN OPERATING WITH MORE THAN ONE HUNDRED AND FIFTY (150) PASSENGERS, THE LICENSED MATE MAY BE REPLACED BY A SENIOR DECKHAND WHO IS DESIGNATED IN WRITING BY THE MASTER IN ACCORDANCE WITH U.S. COAST GUARD NAVIGATION AND INSPECTION CIRCULAR (NVIC) NO. 1-91. THE SENIOR DECKHAND SHALL BE CAPABLE OF DIRECTING EMERGENCY RESPONSE ACTIONS OF THE VESSEL'S CREW. IN THE EVENT THE MASTER BECOMES INCAPACITATED, THE SENIOR DECKHAND SHALL BE CAPABLE OF RETURNING THE VESSEL SAFELY TO PORT, A COPY OF THE DESIGNATION LETTER SHALL BE MAINTAINED ON BOARD THIS VESSEL.

WHEN THE VESSEL IS AWAY FROM THE DOCK, OR HAS PASSENGERS ON BOARD, OR WHEN PASSENGERS HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN ANY 24 HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED.

THE VESSEL IS AUTHORIZED TO CARRY CONTINENTAL AIRLINES CARGOES WITH THE FOLLOWING RESTRICTIONS:

- 1. CARGOES CLASSIFIED AS UN2911 AND UN3373 SHALL NOT BE CARRIED.
- NO PASSENGERS SHALL BE CARRIED WHEN TRANSPORTING CONTINENTAL AIRLINES CARGO BINS. THI MAXIMUM NUMBER OF BINS TO BE CARRIED SHALL BE NO MORE THAN TWO (2) WITH A MAXIMUM WEIGHT OF 600 POUNDS EACH.
- 3. A WRITTEN CHAIN OF CUSTODY FOR ALL CARGOES SHALL BE MAINTAINED.

THIS VESSEL HAS A STABILITY LETTER THAT ALLOWS OPERATIONS ONLY ON A PROTECTED WATERS ROUTE. VESSEL SHALL CEASE UNDERWAY OPERATION WITH PASSENGERS ABOARD IN ALL WATERS OF THE UPPER NEW YORK BAY (NORTH OF THE VERRAZAND BRIDGE TO SOUTH OF A LINE DRAWN FROM SOUTHEAST CORNER OF MORRIS CANAL BASIN TO THE NORTHWEST CORNER OF PIER 9B IN BROOKLYN, NY) WHEN ACTUAL OR PREDICTED WEATHER REACHES GALE CONDITIONS. GALE CONDITIONS EXIST WHEN WIND SPEED IS SUSTAINED AT 34 KNOTS (BEAUFORT FORCE B) OR MORE, REGARDLESS OF WIND OR CURRENT DIRECTION. IT IS THE MASTER'S RESPONSIBILITY TO MONITOR LOCAL FORECASTS AND OPERATING CONDITIONS PRIOR TO GETTING UNDERWAY WITH PASSENGERS ABOARD.

THIS VESSEL HAS DEMONSTRATED SATISFACTORY MANUEVERABILITY AND IS CAPABLE OF SAFELY RECOVERING A PERSON FROM THE WATER DIRECTLY FROM THE VESSEL/USING A RESCUE PLATFORM. THIS WAIVER OF THE REQUIREMENT FOR A RESCUE BOAT IS VALID WITHIN THE NEW YORK MARINE INSPECTION ZONE ONLY.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED IN 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.



Certificate of Inspection

PORT IMPERIAL MANHATTAN

Certification Date: 15Oct2013

---Hull Exams---

Exam Type Drydock Internal Structure

Next Exam 31Aug2015 31Aug2015 Last Exam 26Aug2013 26Aug2013

Prior Exam 08Aug2011 08Aug2011

---Stability---

Letter Approval Date / 18May2012 Office/ CG MSC

--- Inspection Status---

Pressure Vessels

Type	Location	Previous	Last	Next
Air Receiver	Engine Room	19Aug2009	180ct2012	180ct2017
Air Receiver	Engine Room	19Aug2009	180ct2012	180ct2017

---Lifesaving Equipment---

	Number	Person	S	Required
Total Equipment for		řÔ	Life Preservers (Adult)	445
Lifeboats(Total)	0	0	Life Preservers (Child)	45
Lifeboats (Port) *	0	0 .	Ring Buoys (Total) .	3
Lifeboats(Starbd)*	0	0	With Lights*	1
Motor Lifeboats*	0	0	With Line Attached*	1
Lifeboats W/Radio*	0	()	Other*	1
Rescue Boats/Platforms	1	0	Immersion Suits	0
Inflatable Rafts	0	0	Portable Lifeboat Radios	0
Life Floats/Buoyant App	0	0	Equipped with EPIRB?	No
Inflatable Bouyant App(IBA)	0	Ð	(* included in totals)	

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0

Number of Fire Pumps/ 3

Hose information

Qty Diameter Length 1.5 1.5 50

Fixed Extinguishing Systems

Capacity Agent

Carbon Dioxide

Space Protected ENGINEROOM

Fire Extinguishers - Hand portable and semi-portable

Qty

275

Class Type

3

B-I

B-II

END



United States of America Department of Homeland Security United States Coast Guard

Certification Date: 28 Mar 2012
Expiration Date: 28 Mar 2017
IMO Number:

Certificate of Inspection

VOISSEL NAME PORT IMPERIAL NEW JERSEY	Official Number 928331	Call Sign WDE747	Call Sign WDE7474		Propulsion Diesel Reduction	
Halling Port NEW YORK NY	Hull Metertal Aluminum	Ногварская 1450				
Place Built PATTERSON, LOUISIANA, UNITED STATES	Delivery Date Date Keel Laid O9Mar1996 12Nov1987	Grose Tons R-95 J-	Not Tons R-85 }-	OWT 0	Length R-94.6 I-	
PORT IMPERIAL FERRY CORP FOOT OF PERSHING ROAD WEEHAWKEN, NJ 07087 UNITED STATES	Operator PORT IMPERIAL FER FOOT OF PERSHING WEEHAWKEN, NJ 07 UNITED STATES	ROAD			-	
This vessel must be manned with the following of certified lifeboatmen, 0 certified tankermen,	licensed and unlicense	ed personn	el. Included in S Operators.	which the	ere must be	
1 Master 0 Master & 1st Class pilot 0 Chief Mate 0 Mate & 1st Class Pilot 0 2nd Mate/OICNW 1 Lio. Mate/OICNW 0 3rd Mate/OICNW 0 1st Class Pilot	t 0 Radio Office	er(s) en/ROANW	O Chief Engines O 1st Asst. Eng O 2nd Asst. Eng O 3rd Asst, Eng O Lic, Engr.	r/2nd Engr. gr/3rd Engr.	0 QMED/Rating 0 Oilers	
In addition, this vessel may carry 312 passengers, Total persons allowed: 321 Route Permitted and Conditions of Operation: Lakes, Bays, and Sounds	5 other persons in cie	w, o perso	ns a addition o	00.00	. No othere:	
NOT MORE THAN ONE MILE FROM SHORE.						
LOWER NEW YORK BAY INSIDE A LINE DRAW JERSEY; LONG ISLAND SOUND INSIDE OF A LIGHT ON BLOCK ISLAND.	WN FROM ROCKAWAY A LINE DRAWN BETW	POINT, N EEN MONT	EW YORK TO AUK POINT I	SANDY H LIGHT TO	OOK, NEW SOUTHEAST	
THE MINIMUM NUMBER OF CHILD-SIZE LIFE	E PRESERVERS REQU	IRED IS	33. WHEN MO ZE-LIFE PRI	ロクロび / ロビ ク	33 PERSONS	
WEIGHING LESS THAN 90 POUNDS ARE CARP PROVIDED SO THAT THE VESSEL HAS APPROLESS THAN 90 POUNDS ON BOARD.	OVED LIFE PRESERV	ERS SUIT	ABLE FOR EA	ACH PERS	ON WEIGHING	
WEIGHING LESS THAN 90 FOUNDS ARE CARPROVIDED SO THAT THE VESSEL HAS APPROLESS THAN 90 POUNDS ON BOARD. ***SEE NEXT PAGE FOR ADDITIONAL CERTIFIC	OVED LIFE PRESERV	ers suit	ABLE FOR E	ach pers	ON WEIGHING	
WEIGHING LESS THAN 90 POUNDS ARE CARD PROVIDED SO THAT THE VESSEL HAS APPROLESS THAN 90 POUNDS ON BOARD. ***SEE NEXT PAGE FOR ADDITIONAL CERTIFIC With this inspection for Certification having been consecutively seemed by the second section of the vessel, in all restricted th	CATE INFORMATION***	ERS SUIT	ABLE FOR EA	ACH PERS	on WEIGHING	
WEIGHING LESS THAN 90 POUNDS ARE CARD PROVIDED SO THAT THE VESSEL HAS APPROLESS THAN 90 POUNDS ON BOARD. ***SEE NEXT PAGE FOR ADDITIONAL CERTIFICATION With this inspection for Certification having been consecuted by Section New York certified the vessel, in all results and regulations prescribed thereunder. Annual/Periodic/Quarterly Reinspections	CATE INFORMATION***	n, NJ, the O	ABLE FOR EA	ACH PERS	on WEIGHING	
WEIGHING LESS THAN 90 POUNDS ARE CARD PROVIDED SO THAT THE VESSEL HAS APPROLESS THAN 90 POUNDS ON BOARD. ***SEE NEXT PAGE FOR ADDITIONAL CERTIFIC With this inspection for Certification having been of SECTOR NEW YORK certified the vessel, in all result and regulations prescribed thereunder.	CATE INFORMATION*** completed at Weehawker spects, is in conformity ween the conformity with the conformity with the conformity was a conformity with the conformity was a conformity with the conformity was a conformity with the conformity was a conformity was a conformity with the conformity was a conformity with the conformity was a conformity with the conformity was a conformity was a conformity with the conform	n, NJ, the O vith the app	ABLE FOR EA	e, Marine ir nspection l	on Weighing spection, aws and the rule	



Certificate of Inspection

PORT IMPERIAL NEW JERSEY

Lifeboats (Total)

Lifeboats (Port) *

Motor Lifeboats*

Inflatable Rafts

Lifeboats(Starbd)*

Lifeboats W/Radio*

Rescue Boats/Platforms

Certification Date: 28Mar2012

3

1

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0

THE MINIMUM CREW SIZE SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLE:

PASSENGERS	MASTER	MATE	DECKHANDS
0-150	1	0	2
150-312	1	1	2

WHEN THE VESSEL IS AWAY FROM THE DOCK, OR HAS PASSENGERS ON BOARD, OR WHEN PASSENGERS HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN ANY 24 HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED.

THE VESSEL IS AUTHORIZED TO CARRY CONTINENTAL AIRLINES CARGOES WITH THE FOLLOWING RESTRICTIONS:

1. CARGOES CLASSIFIED AS UN2911 AND UN3373 SHALL NOT BE CARRIED.

2. NO PASSENGERS SHALL BE CARRIED WHEN TRANSPORTING CONTINENTAL AIRLINES CARGO BINS. THE MAXIMUM NUMBER OF BINS TO BE CARRIED SHALL BE NO MORE THAN TWO (2) WITH A MAXIMUM WEIGHT OF 600 POUNDS EACH.

3. A WRITTEN CHAIN OF CUSTODY FOR ALL CARGOES SHALL BE MAINTAINED.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

۱	OBPLYTOUST COMPTHITTE	5 1110 1100 11			
	Hull Exams Exam Type Drydock Internal Structure	Next Exa 28Feb201 28Feb201	4	Last Exam 02Mar2012 02Mar2012	Prior Exam 03Feb2010 03Feb2010
	Stability Letter Approval	L Date / 22May2012	Office	/ CG MSC	
-	Inspection Stat *Pressure Vessels* Type Air Receiver Air Receiver	Location ENGINERCOM (Port) ENGINERCOM (Stbd)		Last 17Mar2010 17Mar2010	Next 17Mar2013 17Mar2013
	Lifesaving Equi Total Equipment for Lifeboats(Total)	Number Persons 0 E	ife Preserve	ers (Adult) ers (Child)	Required 321 33

Ring Buoys (Total)

With Lights*

Immersion Suits

With Line Attached*

Portable Lifeboat Radios

0

0

0

0

0

0

0

0

1



Certificate of Inspection

PORT IMPERIAL NEW **JERSEY**

Certification Date: 28Mar2012

Equipped with EPIRB? Life Floats/Buoyant App 0 0 Inflatable Bouyant App(IBA) 0 0 (* included in totals)

---Fire Fighting Equipment---Number of Fireman Outfits/ 0

Number of Fire Pumps/ 3

Hose information

Oty Diameter 2 1.5 Length Other

Fixed Extinguishing Systems Agent

Capacity Halon 1301

Space Protected MACHINERY SPACE

Fire Extinguishers - Hand portable and semi-portable

Class Type Qty

B-I B-II

END



United States of America Department of Homeland Security United States Coast Guard

Certification Date: 27 Apr 2012 | Expiration Date: 27 Apr 2017 | IMO Number:

Certificate of Inspection

For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation W14, for a SAFE MANNING DOCUMENT.						
Vessel Name ROBERT FULTON	Official Number 990941	Call Sign WBS788	36	sarvice Passen	ger (Inspected)	
Helling Port PORT IMPERIAL NJ	Hull Maleriel Aluminum	Hersepower 1342		Propulsion Diesel F	Reduction	
PROCE BUILD SOMERSET MA, UNITED STATES	Oalway1993 Dote Keel Laid 01May1993 16Sep1992	Gross Tohs R-95 I-205	Net Tona R-65 I-61	DWT	Length R-92 1-92	
OWNER PORT IMPERIAL FERRY CORP FOOT OF PERSHING ROAD WEEHAWKEN NJ 07087 UNITED STATES	Operator PORT IMPERIAL FERI FOOT OF PERSHING WEEHAWKEN NJ 070 UNITED STATES	ROAD 87				
This vessel must be manned with the following locartified lifeboatmen, 0 certified tankermen,	icensed and unlicense 0 HSC type rating, and	d person: I 0 GMD3	net included in SS Operators,	which the	ere must be	
1 Master 0 Master & 1st Class pilot 0 Chief Mate 0 Mate & 1st Class Pilot 0 2nd Mate/OICNW 1 Lic, Mate/OICNW 0 3rd Mate/OICNW 0 1st Class Pilot	0 Radio Officer(0 Ablo Seamen/ 0 Ordinary Sean 2 Deckhands	s) ROANW	0 Chief Engineer 0 1st Asst. Engr/2i 0 2nd Asst. Engr/3 0 3nd Asst. Engr. 0 Lic. Engr.	_	0 QMED/Rating 0 Oilers	
In addition, this vessel may carry 345 passengers, Total persons allowed: 352	3 other persons in crev	v, 0 perso	ns in addition to	crew, and	d no others.	
Route Permitted and Conditions of Operation:						
Lakes, Bays, and Sounds						
NOT MORE THAN ONE MILE FROM LAND.						
LOWER NEW YORK BAY INSIDE OF A LINE DRA LONG ISLAND SOUND INSIDE OF A LINE DRA BLOCK ISLAND.	RAWN FROM ROCKAWA! AWN BETWEEN MONTAL	K POINT,	NEW YORK TO	o sandy outheas	HOOK, NJ; T LIGHT ON	
VESSEL IS NOT REQUIRED TO CARRY PRIMAI	RY LIFESAVING EQU	IPMEŇT I	AW 46 CFR 1	17.207(D).	
THE MINIMUM NUMBER OF CHILD-SIZE LIFE WEIGHING LESS THAN 90 POUNDS ARE CARRI	PRESERVERS REQUIRED, ADDITIONAL CR	RED IS 3 HILD-SIZ	6. WHEN MÒR E LIFE PRES	E THAN ERVERS	36 PERSONS SHALL BE	
***SEE NEXT PAGE FOR ADDITIONAL CERTIFICA		and the state of t				
With this Inspection for Certification having been cor SECTOR NEW YORK certified the vessel, in all resp rules and regulations prescribed thereunder.						
Annual/Perlodic/Quarterly Reinspections Date Zone A/P/Q Signature	This certificate issued by	ZII ken				
	GARY M. M	S\$MER, (CDR, USCG, BY	DIRECTI	ОИ	
	SECTOR NE			100 mm		



Certificate of Inspection

ROBERT FULTON

Certification Date: 27Apr2012

PROVIDED SO THAT THE VESSEL HAS APPROVED LIFE PRESERVERS SUITABLE FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS ON BOARD.

WHEN OPERATING ON SHORT RUNS UPON RIVERS AS A FERRY VESSEL THE TOTAL NUMBER OF PASSENGERS ALLOWED IS 345. THE REQUIRED CREW SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLE:

NUMBER OF PASSENGERS

REQUIRED CREW

300 - 345

1 MASTER, 1 LICENSED MATE, 2 DECKHANDS

150 - 299

1 MASTER, 1 LICENSED MATE, 1 DECKHAND 1 MASTER, 2 DECKHANDS

1 - 149

WHEN OPERATING WITH MORE THAN ONE HUNDRED AND FIFTY (150) PASSENGERS, THE LICENSED MATE MAY BE REPLACED BY A SENIOR DECKHAND WHO IS DESIGNATED IN WRITING BY THE MASTER IN ACCORDANCE WITH U.S. COAST GUARD NAVIGATION AND INSPECTION CIRCULAR (NVIC) NO. 1-91. THE SENIOR DECKHAND SHALL BE CAPABLE OF DIRECTING EMERGENCY RESPONSE ACTIONS OF THE VESSEL'S CREW. IN THE EVENT THE MASTER BECOMES INCAPACITATED, THE SENIOR DECKHAND SHALL BE CAPABLE OF RETURNING THE VESSEL SAFELY TO PORT. A COPY OF THE DESIGNATION LETTER SHALL BE MAINTAINED ON BOARD THIS VESSEL.

WHEN THE UPPER DECK IS RESTRICTED FROM PASSENGER ACCESS, AND THE TOTAL NUMBER OF PASSENGERS ALLOWED ONBOARD IS 99, THE REQUIRED CREW IS 1 MASTER AND 1 DECKHAND.

THIS VESSEL HAS DEMONSTRATED SATISFACTORY MANUEVERABILITY AND IS CAPABLE OF SAFELY RECOVERING A PERSON FROM THE WATER DIRECTLY FROM THE VESSEL/USING A RESCUE PLATFORM. THIS WAIVER OF THE REQUIREMENT FOR A RESCUE BOAT IS VALID WITHIN THE NEW YORK MARINE INSPECTION ZONE ONLY.

WHEN THE VESSEL IS AWAY FROM THE DOCK, OR HAS PASSENGERS ON BOARD, OR WHEN PASSENGERS HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN ANY 24 HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

Exam Type Drydock Internal Structure Next Exam 30Jun2013 30Jun2013

Last Exam 22Jun2011 22Jun2011

Prior Exam 29Jun2009 29Jun2009

---Stabilitv---

Letter

Approval Date / 21Mar2012

Office/ MSC

---Inspection Status---

Pressure Vessels

Type Air Receiver

Air Receiver

Location ENGINE ROOM ENGINE ROOM Previous 22Jul2008 22Jul2008 Last 22Jun2011 22Jun2011

Next 22Ju12013 22Ju12013

---Lifesaving Equipment----

Number Persons

Required



Certificate of Inspection

	ROBERT FULTON		***		_A_		Certification Date; 27Apr2012
	Total Equipment for		0	Life Pre	eservers(Adult)	352	
	Lifeboats (Total)	0	0	Life Pre	eservers (Child)	36	
	, Lifeboats(Port)*	0	0	Ring Buc	oys(Total)	3	Ψ
	Lifeboals(Starbd)*	0	0	With 1	Lights*	1	
ĺ	Motor Lifeboats*	0	0	With I	Line Attached*	1	
ı	Lifeboats W/Radio*	0	0	Other'	ŧ	1	
ı	Rescue Boats/Platforms	1.	0	Immersio	on Suits	0	
Į	Inflatable Rafts	0	0	Portable	E Lifeboat Radios	0	
ĺ	Life Floats/Buoyant App	0	0	Equipped	d with EPIRB? .	ио	
ı	Inflatable Bouyant App(IBA)	0	0	(* incl	ided in totals)		i
	Fire Fighting Equips Number of Fireman Outfits/ +Hose information* Qty Diameter Length 2 1.5 100	0		Number (of Fire Pumps/ 2		
	Fixed Extinguishing System	ıs					
	Capacity Agent				Space Prot	ected	
	100 - Halon 13	01			MACHINERY	SPACE	
	Fire Extinguishers - Hand Qty Class Ty 1 B-I 3 B-II	-	able ar	nd semi-port	able		

END



United States of America Department of Homeland Security United States Coast Guard

Certification Date: 09 May 2012
Expiration Date: 09 May 2017
IMO Number:

Certificate of Inspection

Forshi	For ships on International voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.							
Vessel Name THOMA	s S JEFFERS	SON	4	Official Number 948901	call Sign WCP28	99	Sarvice Passen	ger (Inspected)
Hailing Port NEW YOUNY				Hon Maleriel Aluminuรา	Horsepower 1528		Propulsion Diesel I	Reduction
Place Built PATTE	RSON LA, Ú	NITED ST	ATES	Delfvery Data Date Keel Laid 25Aug 1989	Great Tons R-95 L	Net Tons R-65 I-	DWT	Length R-87,3 I-
FOOT WEEH, UNITE	IMPERIAL F OF PERSHI AWKEN, NJ D STATES	NG ROAD 07087		PORT IMPERIAL FER FOOT OF PERSHING WEEHAWKEN, NJ 07 UNITED STATES	ROAD 087			
				icensed and unlicense 6 HSC type rating, and 9 Radio Office	0 GMDS		vhich the	ere must be 0 QMED/Rating
	O Chief Mate O 2nd Mate/O O 3rd Mate/O		Mate & 1st Class Pilot Lic, Mate/OICNW 1st Class Pilot	Able Seamer Ordinary Sea Deckhands	VROANW	0 1st Asst. Engr/2 0 2nd Asst. Engr/3 0 3rd Asst. Engr. 0 Lic, Engr.		
	ion, this ves ersons allow		rry 355 passengers,	5 other persons in crev	v, 0 perso	ns in addition to (crew, and	I no others.
	vers		ns of Operation;					
NOT MO	RE THAN	ONE MILE	FROM SHORE.					
OF A I LINE I THROUG	UPPER NEW YORK BAY MORTH OF THE VERRAZANO BRIDGE TO WHITEHALL, NY; LONG ISLAND SOUND WEST OF A LINE DRAWN BETWEEN MANURSING ISLAND AND MATINECOCK POINT; ROCKAWAY INLET EAST OF A LINE DRAWN BETWEEN NORTON POINT AND ROCKAWAY POINT; RARITAN BAY WEST OF A LINE DRAWN THROUGH WARD POINT AND RARITAN RIVER LIGHT #4; SANDY HOOK BAY SOUTH OF A LINE DRAWN BETWEEN SANDY HOOK POINT AND COMFORT POINT.							
				M PASSENGER ACCES REQUIRED CREW IS				ę
				ATE INFORMATION***		V-13-74 (A-V-V-7) 73-74 (A-V-V-7)		
SECTO	is Inspection OR NEW YO Julations pre	RK certifie	d the vessel, in all resp	npleted at Weehawken, pects, is in conformity wi	NJ, the Of th the appl	ficer in Charge, for icable vessel insp	Marine Ins section la	spection, ws and the rules
A. Date	nnual/Period Zone	ic/Quarterl A/P/Q	y Reinspections Signature	This certificate issued	9M			
1 _	-	-	- Orginature	GARY M. M.	ESSMER!	CDR, USCG, BY	DIRECT	ION
-	-	-	-	SECTOR N		rge, Marine Inspection		,
-	_	_	m.	SECTOR NO	inspection Zo	na ·		-





Certificate of Inspection

THOMAS JEFFERSON

Certification Date: 09May2012

THE MINIMUM NUMBER OF CHILD-SIZE LIFE PRESERVERS REQUIRED IS 37. WHEN MORE THAN 37 PERSONS WEIGHING LESS THAN 90 POUNDS ARE CARRIED, ADDITIONAL CHILD-SIZE LIFE PRESERVERS SHALL BE PROVIDED SO THAT THE VESSEL HAS APPROVED LIFE PRESERVERS SUITABLE FOR EACH PERSON WEIGHING LESS THAN 90 POUNDS.

THE REQUIRED CREW SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLE:

NUMBER OF PASSENGERS	REQUIRED CREW
	La La La Maria and La La La La La La La La La La La La La
300 - 355	1 MASTER, 1 LICENSED MATE, 2 DECKHANDS
150 - 299	1 MASTER, 1 LICENSED MATE, 1 DECKHAND
7 - 749	1 MASTER, 2 DECKHANDS

WHEN OPERATING WITH MORE THAN ONE HONDRED AND FIFTY (150) PASSENGERS, THE LICENSED MATE MAY BE REPLACED BY A SENIOR DECKHAND WHO IS DESIGNATED IN WRITING BY THE MASTER IN ACCORDANCE WITH U.S. COAST GUARD NAVIGATION AND INSPECTION CIRCULAR (NVIC) NO. 1-91. THE SENIOR DECKHAND SHALL BE CAPABLE OF DIRECTING EMERGENCY RESPONSE ACTIONS OF THE VESSEL'S CREW. IN THE EVENT THE MASTER BECOMES INCAPACITATED, THE SENIOR DECKHAND SHALL BE CAPABLE OF RETURNING THE VESSEL SAFELY TO PORT. A COPY OF THE DESIGNATION LETTER SHALL BE MAINTAINED ON BOARD THIS VESSEL.

WHEN THE VESSEL IS AWAY FROM THE DOCK, OR HAS PASSENGERS ON BOARD, OR WHEN PASSENGERS HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN ANY 24 HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED.

THE VESSEL IS AUTHORIZED TO CARRY CONTINENTAL AIRLINES CARGOES WITH THE FOLLOWING RESTRICTIONS:

- 1. CARGOES CLASSIFIED AS UN2911 AND UN3373 SHALL NOT BE CARRIED.
- 2. NO PASSENGERS SHALL BE CARRIED WHEN TRANSPORTING CONTINENTAL AIRLINES CARGO BINS. THE MAXIMUM NUMBER OF BINS TO BE CARRIED SHALL BE NO MORE THAN TWO (2) WITH A MAXIMUM WEIGHT OF 600 POUNDS EACH.
- 3. A WRITTEN CHAIN OF CUSTODY FOR ALL CARGOES SHALL BE MAINTAINED.

THIS VESSEL HAS A STABILITY LETTER THAT ALLOWS OPERATIONS ONLY ON A PROTECTED WATERS ROUTE. VESSEL SHALL CEASE UNDERWAY OPERATION WITH PASSENGERS ABOARD IN ALL WATERS OF THE UPPER NEW YORK BAY (NORTH OF THE VERRAZANO BRIDGE TO SOUTH OF A LINE DRAWN FROM SOUTHEAST CORNER OF MORRIS CANAL BASIN TO THE NORTHWEST CORNER OF PIER 9B IN BROOKLYN, NY) WHEN ACTUAL OR PREDICTED WEATHER REACHES GALE CONDITIONS. GALE CONDITIONS EXIST WHEN WIND SPEED IS SUSTAINED AT 34 KNOTS (BEAUFORT FORCE 8) OR MORE, REGARDLESS OF WIND OR CURRENT DIRECTION. IT IS THE MASTER'S RESPONSIBILITY TO MONITOR LOCAL FORECASTS AND OPERATING CONDITIONS PRIOR TO GETTING UNDERWAY WITH PASSENGERS ABOARD.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATEONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

	Exam Type	Next Exam	Last Exam	Prior Exam
	Drydock	31Jan2013	24Feb2011	30Jan2009
-	Internal Structure	31Jan2013	24Feb2011	30Jan2009



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Department of Homeland Security United States Coast Guard

Certificate of Inspection

THOMAS JEFFERSON

Certification Date: 09May2012

Stability Letter App	coval Date / 22May2	012 Office	/ CG MSC	
Inspection S *Pressure Vessels Type Air Receiver Air Receiver			Last 030ct2011 030ct2011	030ct2013
Lifesaving 1	Equipment			
-	Number P	ersons		Required
Total Equipment f Lifeboats(Total Lifeboats(Starb Motor Lifeboats Lifeboats W/Rad Rescue Boats/Plat Inflatable Rafts Life Floats/Buoya Inflatable BouyanFire Fightin Number of Fireman *Hose information Qty Diameter 2 1.5	or 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Life Preserve Life Preserve Ring Buoys(To With Lights With Line A Other* Immersion Sui Portable Life Equipped with	ers (Child) etal) etal; etached* ets eboat Radios efficaches refirms; en totals)	364 37 3 1 1 0 0 No
Fixed Extinguish Capacity	ing Systems	. and semi-portable*	Space Prot MACHINERY	
END				



APPENDIX THIRTEEN: Statement of Agreement

BILLYBEY FERRY COMPANY



June 12, 2015

New York City Economic Development Corporation 110 William Street, 6th Floor New York, NY 10038

Attention: Maryann Catalano, Senior Vice President

Dear Ms. Catalano:

This letter hereby certifies that Port Imperial Ferry Corp. and Billybey Ferry Company, LLC have read this Request for Proposal ("RFP") and the Appendices fully and agrees to the terms and conditions set forth in this RFP and Appendices. Additionally, the Proposal is a firm offer for a minimum period of one hundred and eighty (180) days.

Sincerely,

Armand Pohan

Chairman

Paul S. Goodman

Chief Executive Officer



APPENDIX THIRTEEN: Statement of Agreement

NY WATERWAY

June 12, 2015

New York City Economic Development Corporation 110 William Street, 6th Floor New York, NY 10038

Attention: Maryann Catalano, Senior Vice President

Dear Ms. Catalano:

This letter hereby certifies that Port Imperial Ferry Corp. and Billybey Ferry Company, LLC have read this Request for Proposal ("RFP") and the Appendices fully and agrees to the terms and conditions set forth in this RFP and Appendices. Additionally, the Proposal is a firm offer for a minimum period of one hundred and eighty (180) days.

Sincerely,

Armand Pohan

Chairman

Paul S. Goodman

Chief Executive Officer

1. Letter of Introduction & Statement of Agreement

Please see the Letter of Introduction attached to this proposal.

HMS Ferries, Inc. NYCEDC City Wide Ferry Operations

2. Company Information

General

The official respondent to the RFP is HMS Ferries, Inc. (HMS) who assumes ultimate responsibility for all aspects of fulfilling the requirements of the ferry service called for by New York City Economic Development Corporation (NYCEDC) and proposed by HMS herein.



Team Approach

In addition to assuring the overall safety, reliability, quality and efficiency of the proposed ferry service, HMS will function as the leader of a team assembled to design, implement, operate and maintain a world class ferry system.

Community Based

The key to this particular team approach is community involvement. HMS is working with, and on behalf of, local stakeholders who have a direct interest in the ferry services being developed. The objective is to engage and include these community members in the design, implementation and operation of the services we proposed.

In a real sense, these community stakeholders will become champions of the service and help promote and utilize the service - for the benefit of their local community and greater New York City.

Collaboration in Design and Construction

Another significant aspect of the team approach is the collaborative nature of the design and construction of the ferry vessels themselves. Accordingly, other members of the project team include a world-class ferry designer and a prominent U.S. vessel manufacturer.

The result is a cooperative relationship between the owner/operator (HMS), stakeholders, the designer and builder that will produce the most suitable vessels in the most efficient manner. This will eliminate construction change orders, claims and schedule delays.

Team Summary and Roles

Team Member	Type of Entity	Role
HMS Ferries, Inc.	Private - S-corp.	Respondent, Team Coordinator,
	Whole owned by HMS	Operational and Technical
	Global Maritime, Inc.	Managers. Mentor to Paradise
	DE, U.S.	Express, Inc.
Paradise Express,	Private – Limited Liability	Design, implement and manage Hire
Inc.	Company (LLC) NY, U.S.	NYC Plan. MBE oversight, terminal
	NYC MBE certified	management, community outreach
		and communications.

HMS Ferries, Inc.
NYCEDC City Wide Ferry Operations

(SoBro) South Bronx	501(c) (3) nonprofit organization	Workforce development, community outreach and assistance with MBE
Overall Economic	NY, U.S.A	activities.
Development		
Corporation		
Metal Shark Boats	Private – Limited Liability Company (LLC) AL, U.S. Gravois Aluminum Boats, dba Metal Shark Boats	U.Sbased vessel manufacturer. Responsible for production sequencing, resources allocation and quality control. Warranty and long term maintenance programs.
BMT Nigel Gee	C-Corporation NY U.S.	Vessel design and optimization. Construction and detail drawings. USCG design review and approvals.

Overview of Team

HMS Ferries, Inc.

HMS provides marine transportation and vessel management services to public and private clients. both domestically and internationally. HMS specializes in ferry vessel operations.



Paradise Express Ferry LLC



Paradise Express Ferry LLC is a Harlem, NY-based and African-American owned MBE-Certified Ferry Operations Company. Since 2012 Paradise Express has worked to provide fast ferry transportation and excursion options to diverse waterfront communities in the United States and the Caribbean. Paradise Express also works to expand operations, management, and customer service opportunities to communities that previously were not significantly exposed to such career opportunities in the maritime sector. Working with local advancement and maritime education organizations, it utilizes Workforce Development concepts to increase the training channels for full time employment opportunities.

Paradise Express is a leader in incorporating cutting edge technologies and social media utilization for the enhancement of the customer service experience as well as operational management.

http://paradiseferry.com

South Bronx Overall Economic Development Corporation (SoBro)

SoBRO's mission is to enhance the quality of life in the South Bronx by strengthening businesses, and creating and implementing innovative economic, housing, educational, and career development programs for youth and adults.

SoBRO was established in 1972 to reverse the flight of businesses and jobs from the South Bronx. Recognizing that rebuilding a community had to be a multifaceted effort – which required replacing vacant lots with businesses and housing, addressing poverty by creating jobs and training people for those jobs, and insuring a brighter future for the community's

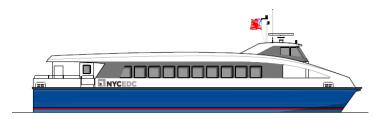
June 12, 2015 HMS Ferries. Inc. NYCEDC City Wide Ferry Operations Page 2 young people – SoBRO's programming has expanded over the years to meet the growing needs of this Bronx community.

SoBro is the ideal partner to: consolidate stakeholder issues and input; communicate with the local communities; and promote and advance the workforce development aspects of the project.

http://www.SoBro.com

Gravois Aluminum Boats / Metal Shark Boats

Gravois Aluminum Boats, owner of Metal Shark Boats, is based in Jeanerette, Louisiana and has a 25+ year history constructing well-regarded commercial and military boats. Gravois began producing Metal Shark-branded boats in 2004 with the award of its first U.S. military contract, the U.S. Coast Guard Trailerable Aids to Navigation Boat (TANB) program. Since then, Metal Shark has grown exponentially and has delivered boats to the U.S. Navy, U.S. Army and US Coast Guard as well as multiple state agencies, local municipalities, pilot groups and other commercial operators.



Metal Shark Boats has committed to provide HMS priority in its production / manufacturing schedule so the promised delivery schedule can be met.

http://www.metalsharkboats.com

BMT Nigel Gee

BMT is a multi-disciplinary engineering, science and technology consulting group renowned for their modern passenger vessel designs, extensive engineering support and successful track record of working with shipyards.

BMT Nigel Gee is a world class designer of many high speed ferries operating successfully in the US and around the world. A number of BMT Nigel Gee designs are currently operating in New York Harbor including: 16.4 m Water Taxies, 38.7 m Fast Ferry (NY Fast Ferry).

BMT's business model is based on providing comprehensive support to shipyards from the pre-contract stage through the design and with close involvement and in yard presence through the construction phase. This capability to provide high quality, turn-key designs and technology transfer to shipyards has enabled their shipbuilding partners to successfully deliver high performance vessels, de-risking the process and ensuring that the vessels meet all contractual requirements and exceed customer expectations.

http://www.bmtng.com

2.a Respondent - HMS Ferries, Inc.

The respondent to this RFP is:

HMS Ferries, Inc.

385 Ericksen Ave. NE Suite 123

Bainbridge Island, WA 98110 Telephone: (206) 780-1440 Facsimile: (206) 780-0484

2.b Authorized Representative - Gregory A. Dronkert

The Respondent's Authorized Representative is:

Gregory A. Dronkert President & COO – HMS Ferries, Inc.

gdronkert@

Office Phone: 206-780-1440 Mobile Phone:

2.c Description of Respondent's Organization

HMS Ferries, Inc. is an S-Corporation formed under the laws of Delaware. It is wholly owned by HMS Global Maritime, Inc. an S-Corporation formed under the laws of Delaware.

HMS Ferries, Inc.

Fed. Tax ID: ■



John W. Waggoner Gregory A. Dronkert Robert P. Herre

Corporate Officers:

Gregory A. Dronkert – President & COO John A. Sainsbury – Vice President John W. Waggoner – Treasurer Robert P. Herre – Secretary Brian S. Seale – Asst Sec. & Asst. Treas.

HMS Global Maritime, Inc. (100% Shareholder of HMS Ferries, Inc.)

Fed. Tax ID:

Board of Directors:

John W. Waggoner Gregory A. Dronkert Terry A. MacRae

Corporate Officers:

John W. Waggoner – President, CEO &Treasurer Gregory A. Dronkert – Vice President John A. Sainsbury – Vice President William Annand – Vice President John M. Keever – Vice President Robert P. Herre – Secretary Brian S. Seale – Asst. Sec. & Asst. Treas.

Shareholders:

John W. Waggoner Gregory A. Dronkert Terry A. MacRae John A. Sainsbury William Annand

2.d Years of Ferry Experience



No other ferry operator in the U.S. offers the range of operational experience, technical knowledge, regulatory compliance, can-do spirit and commitment to excellence that HMS provides.

Over the last 19 years, HMS has been responsible for twenty three (23) ferry project start-ups and ferry service operations - both domestically and internationally. Project sites have ranged throughout the United States; also Japan, Trinidad, the Bahamas, and Canada.

HMS has routinely managed the docks, transfer bridges, terminals, staging areas and berthing sites associated with these ferry projects.

2.e HMS Ferries, Inc. - Affiliate Companies

HMS Ferries, Inc. is wholly owned by HMS Global Maritime Inc. which represents a family of international transport, travel, hospitality and support service companies that serve government, private industry and direct consumers.

HMS Global Maritime, Inc. – Parent Company

http://www.hmsgm.com

HMS Global Maritime is the parent company of four specific operating companies: 1) HMS Ferries; 2) Seaward Services; 3) American Queen Steamboat Company; and 4) HMS Consulting and Technical.

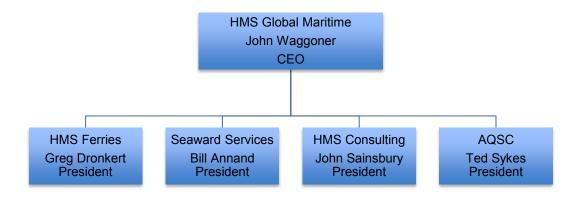
All combined, the HMS Global Maritime family of businesses employ approximately 750 people and generate annual gross revenues in excess of \$_\text{max}

HMS Ferries, Inc.

NYCEDC City Wide Ferry Operations

June 12, 2015

Page 5



HMS Ferries, Inc. – Ferry Operations

HMS Ferries, Inc. is a vessel management and transportation company that focuses on passenger and vehicle ferry services - and is the respondent to this RFP.

Seaward Services, Inc. – Government Services

http://www.seawardservices.com

Seaward Services, Inc. is a federal governmentservices company that specializes in the operation, maintenance and repair of Federal Government High-Speed Craft, Range Craft, Experimental Craft, Training Craft, Research Vessels and Unmanned Surface Vessels. It also operates and maintains U.S. Navy Ranges and port facilities, including local oil spill response.



In addition to the ferry contracts listed below (Section 3a), Seaward Services has six (6) active federal government contracts in four (4) states.

HMS Consulting and Technical, LLC – Technical Services

HMS Consulting and Technical, LLC provides consulting services in three primary categories: Business Development; Marine Technical Services; and Regulatory and Training Programs. Based on HMS Global Maritime's collective extensive operating experience, it can utilize its body of knowledge to its clients' advantage.

American Queen Steamboat Company, LLC – Commercial Cruise Line

http://aqsc.com

American Queen Steamboat Company, LLC is a full-service commercial cruise line that sails on the Mississippi and Columbia Rivers.

HMS Ferries, Inc.

NYCEDC City Wide Ferry Operations

June 12, 2015

Page 6

Affiliated Sister Companies

HMS Global Maritime, Inc. is affiliated with sister companies:

- Hornblower Cruise and Events http://www.hornblower.com
- Statue Cruises http://www.statuecruises.com
- Alcatraz Cruises
 http://www.alcatrazcruises.com
- Niagara Cruises http://www.niagaracruises.com



These companies provide prestigious services to the U.S. National Park Service (NPS) as well as direct consumers.

Collectively, this entire affiliation of companies represents the largest privately held passenger vessel operations in North America – having delivered over 19 million passenger trips in 2014.

3. HMS - Operating Experience

General

HMS is in a class of its own when it comes to ferry operations and possesses a level and range of experience unequaled in the U.S.



HMS is owned and managed by maritime professionals who are first and foremost vessel operators. Also, the executive leadership remains absolutely true to HMS's core values of:

- Safety First
- Teamwork
- Integrity
- Innovation
- Service Excellence

3.a List of Current Ferry Operations

Active	Number	Туре	Capacity	Client
Clients	of Ferries	of Ferry		Since
City of Jacksonville	1	Conventional Pax	204 Pax / 38 Vehicles	1997
(FL)		and Vehicle		
Military Sealift	1	High-Speed Pax	880 Pax / 250 Vehicles	2001
Command (Japan)		and Vehicle		
Pierce County Ferry	2	Conventional Pax	288 Pax / 56 Vehicles	2002
(WA)		and Vehicle	215 Pax / 56 Vehicles	
Alabama DOT	2	Conventional Pax	149 Pax / 28 Vehicles	2005
(AL)		and Vehicle	149 Pax / 18 Vehicles	
Alabama DOT	1	Conventional Pax	149 Pax / 15 Vehicles	2007
(AL)		and Vehicle		
Central Oklahoma	3	Pax-Only	49 Pax	2009
Transportation and			49 Pax	
Parking Authority			49 Pax	
(OK)				
Military Sealift	2	High-Speed Pax	900 Pax / 260 Vehicles	2010
Command (PA)		and Vehicle	900 Pax / 260 Vehicles	
Corpus Christi	1	Pax-Only	129 Pax	2010
Regional Transit				
Authority (TX)				
Trust for Governors	1	Conventional Pax	1,242 Pax / 38 Vehicles	2012
Island (NY)		and Vehicle	73 Pax	
		Plus Pax-Only		
Rock Island	3	Pax-Only	49 Pax	2015
Metropolitan Mass			49 Pax	
Transit District (IL)			49 Pax	
Delaware River	4	Pax-Only	517 Pax	2015

Development	2	2 Pax	
Corporation (PA)	2	22 Pax	
,	2	22 Pax	

3.b Operating Experience Over the Last Five Years

Projects have a life-cycle and come and go. However, HMS has a remarkable record of longevity with its clients. The contracts listed in Section 3.a (above) were obtained and have been retained through competitive process. A simple review of the contract inception dates demonstrates HMS works with its clients over the long-term.

HMS has been involved in numerous other ferry projects both domestically and internationally. While the scope of services associated with each contract varies, HMS's contract services routinely include:



Crew Management

Hire, train, supervise and monitor all vessel personnel in accordance with U.S. Coast Guard and other regulatory requirements – and industry best practices.

Operational Oversight

Manage and supervise all operational aspects of the identified ferry services including: vessels, passenger terminals, docks, maintenance spaces and staging areas.

Safety Management

Develop and manage a project-specific Safety Management System (SMS) in accordance with the requirements of 33 CFR 96, Subpart B, and consistent with the International Safety Management (ISM) Code. Our SMS programs are audited by an independent 3rd party (i.e. American Bureau of Shipping). HMS develops all operating procedures and ship's instructions. HMS also trains crew, monitors system elements, conducts internal audits and strives to continuously improve the system.

Training and Employee Development

Provide training materials and specific instruction for all positions. Includes employee training database that tracks all licenses, ratings, drilling, in-house training and outside courses.

Regulatory Compliance

Ensure all operations comply with applicable regulatory requirements. Provide direct and routine interaction with the U.S. Coast Guard – locally, regionally (District), and nationally (Washington, DC).

June 12, 2015 HMS Ferries. Inc. Page 9

Fleet Technical Management

Provide for the technical management of those vessels assigned to HMS Ferries. Services include management of routine scheduled maintenance and unscheduled repairs. It also incorporates an automated work-order and tracking system (Maintenance Management System), and includes supervision of maintenance personnel.

Overhaul / Drydocking / Special Projects Management



Develop overhaul plans and specifications. Manage shipyard, regulatory compliance and external vendors.

Provide project management and engineering services to plan, oversee and manage special projects such as repowers, major equipment replacement or modifications.

Accurately document all work performed and incorporate in forward planning.

Procurement and Expediting

Provide for the selection, sourcing, purchase and shipping / delivery of routine consumables, maintenance items and critical spares associated with the operation of specified ferries and routes. Provide inventory control and warehousing services.

Accounting

Provide full-service accounting of all transactions initiated / completed on behalf of the clients. Identify cost accounts, format financial information and provide monthly reconciliations and financial reports. Develop vendor lists, initiate purchase orders and monitor purchasing activities. Collect passenger fares, reconcile and deposit daily. Handle accounts payable and accounts receivable activities. Provide custom reports as needed.

Reservations and Ticketing

Provide full-function reservation and ticketing systems that allows online and point of sale (terminal) transactions and accommodate mobile devices and kiosk sales. Manage and maintain system to include routine back-ups, maintenance and software updates. System produces all routine reports and accommodates numerous fare classes and dynamic fares. Integrate with web site.

Web Site

Provide a full-feature web site that provides on-line ticketing and reservations, and all critical customer information on terminal locations, routes, schedules and vessel status. Active "Rider Alerts" regarding service interruptions and schedule changes. Terminal and ticketing information (and Web-cam feeds). Links to industry partners.

HMS Ferries, Inc.

NYCEDC City Wide Ferry Operations

June 12, 2015

Page 10

Performance Tracking

Develop and track Key Performance Indicators (KPIs) associated with the ferry operations. Develop short and long-term performance targets and routinely track and report actual performance to goals. KPIs include:

- Route specific traffic data
- Operational cost data
- On time and missed trip data
- Costs as a function of passengers and passenger-miles delivered
- Fuel consumption
- Near misses
- Vessel, passenger and crew incidents
- USCG 2692 reports
- Customer satisfaction scores

Routine Reporting

Develop and provide routine monthly reports to owners and stakeholders.

Fleet Insurance

HMS offers and provides comprehensive insurance for those vessels and terminals owned by or assigned to HMS.

Not only does HMS have an excellent loss record - which keeps its premiums down – it has a large fleet of insured vessels, so economies of scale are realized.



In addition, HMS's upper limit of coverage is at the highest levels within the industry (\$2B P&L and \$1B pollution).

4. HMS Service Proposal

General



HMS is fully capable of providing comprehensive ferry services as articulated by NYCEDC in the subject RFP and related addendum(s). In fact, given HMS's experience and collective resources (both internally and through affiliate companies), it is likely the only organization truly capable of achieving the outcomes desired by NYCEDC.

However, HMS has opted for a tightly focused "niche" response to the NYCEDC solicitation. In simplest terms, HMS intends to work directly with local stakeholders and minority businesses and

transfer its knowledge and expertise, in a meaningful way, so that those who will most likely utilize the services will have a hand in the design, implementation, operation and maintenance of the service.

4.a Operations Plan

The Operations Plan for this route appears at the end of Section 4.

4.b Vessel Particulars

It is critical that the right vessels be selected for this project, and HMS has the background and operating experience to ensure that happens.

Here is how the team will approach this topic.

New Construction

First, HMS is proposing to build new vessels for the project. This will ensure the latest design efficiencies and environmental compliance is achieved. Also, new vessels will provide greater reliability and a higher level of product quality.

Collaboration

A key element of HMS's strategy for success is including the vessel designer and builder as part of the project team. There are four (4) critical elements to this strategy:

- World class ferry design (provided by BMT Nigel Gee)
- Integrated Design and Build strategy (working with Metal Shark Boats)
- Cooperative Owner / Operator / Stakeholder involvement (coordinated by HMS)
- Functional Optimization and Risk Mitigation through collaboration

HMS Ferries. Inc. June 12, 2015 NYCEDC City Wide Ferry Operations Page 12

Key Considerations

Purpose Design and Build - These vessels are to be designed and constructed specifically for ferry service in NY Harbor and surrounding waters.

High Transit Efficiency - These vessels will be designed and constructed with operational efficiency in mind, yet be able to achieve sprint speeds to maintain schedule as needed. Confidence in design and performance is assured because of the proven performance of the

parent BMT Nigel Gee hull form. These ferries will operate as an integral part of the existing NYC transit system and extend the entire systems reach.

Low Wake - The design is optimized for New York harbor and is based on the BMT Nigel Gee proven pedigree of catamaran hulls. The pedigree was established through extensive towing tank testing, and construction in a multitude of sizes from 19 to 28m. The model testing and performance predictions have been validated by the performance of the vessel under full scale test and trials.



Tier Goal - The propulsion system and engines for each vessel as modeled are Twin Caterpillar C32 ACERT diesel engines in full compliance with EPA Tier 3 requirements. At this time, Tier 4 engines at this horsepower range do not exist. Nonetheless, the project team has set a goal of achieving Tier 4 compliance as quickly as practical.

Acquisition Plan

Builder: Metal Shark Aluminum Boats, LLC Jeanerette, LA

Owner: HMS will establish a special purpose entity to own the ferries it has built for the

service.

Financing: HMS will acquire the vessels through a combination of conventional debit and equity financing.

Procurement Type: Design-build, construction costs plus fee

Owner's Representative: HMS Consulting and Technical, LLC

Number of Vessels: HMS will build 3 dedicated vessels and one stand-by vessel for this

particular route.

Delivery Schedule:

(One Route):

1st Vessel – delivered 417 days following contract award 2nd Vessel – delivered 497 days following contract award 3rd Vessel – delivered 540 days following contract award

4th Vessel – delivered 600 days following contract award

(If Two Routes):

5th Vessel – delivered 660 days following contract award

6th Vessel – delivered 720 days following contract award

7th Vessel – delivered 780 days following contract award

HMS Ferries, Inc.

NYCEDC City Wide Ferry Operations

June 12, 2015

Page 14

Vessel Particulars Summary (covers Appendix 4 items)

Company Name	HMS Ferries, Inc.
Vessel Type	Small Passenger Vessel (46 CFR Subchapter T)
Hull Type	Catamaran
Length Overall	27.2 m
Draft	1.3 m
Beam	8.2 m
Air Draft	8 m
Gross Tonnage	< 100 GRT
Capacity	150 passengers - single deck interior
Year Built	New Construction
Manufacturer/Shipyard	Metal Shark Boats
Naval Architect	BMT Nigel Gee
Hull Material	Aluminum
Wake / Enviro	Low wake hull form. (Tank tested and optimized)
Crew	1 Master, 2 Deckhands
Make	Metal Shark Boats
Model	26m "New York Class Ferry" BMT Nigel Gee
Number of Engines	2
Engine Type & Power	CAT C32 each delivering 895kW @ 1800rpm
Fuel	Low or Ultra Low Sulfur diesel
Emissions	Tier 3 compliant
Loading Configuration	Bow loader – standard NY Harbor bow radius
Propulsion Type	Diesel, reduction gear, shaft and propeller
Safety Equipment	As required by 46 CFR Subchapter T and W
Bicycles	10 minimum
Strollers	2 minimum
Wheelchairs	2 minimum (with tie-downs)
Restrooms	2 – (1 is ADA compliant)
Concession	Like MTA subway and bus services, there is no provision for onboard F&B

Additional Requirements from Section 6 not fully addressed in Appendix 4 Outline

Maximum Sustainable Speed	Minimum sustainable (service) speed is 26 knots fully loaded – with engines at 90% MCR. A maximum speed of
	29.5 knots is possible which achieves all requirements for headways and make-up speed.
	· · · · · · · · · · · · · · · · · · ·
ADA and LL68	Vessels are designed with ADA head and aisle ways. Also,
	specific areas with tie-downs for wheel chairs. Transfer
	ramps to and from docks meet ADA guidelines.
U.S. Coast Guard	Since new vessels will be constructed, COI's don't exist.
	The vessels will be designed, constructed and operated
	under 46 CFR Subchapter T – Small Passenger Vessels.
	Route - Lakes, Bays and Sounds route for the waters of
	New York Harbor.
* U.S. Citizen Affidavit	Gregory A. Dronkert, an Officer of the Company swears
	and attests that HMS Ferries, Inc. (Respondent) is 100%

Route Service	owned by U.S. citizens and is a U.S. company authorized to operate vessels on the navigable waters of the U.S. Vessels to be purpose designed and built to operate in NY				
	Harbor and access the existing network of landings with fast/efficient loading and unloading over the bow.				
Procurement Strategy	Design and Build with owner and stakeholder participation. This is a Best Value selection process with peer review.				
Brand Sponsor	None at this time.				
Stress Test Availability	Yes – as required.				
Appendix 3 [Appendix 4]	The items in Appendix 4 have been included in the Vessel Particulars Summary table above.				
Additional	 Accessibility – meet all accessibility requirements for domestic passenger ferries. Environmental Control Systems (heating, ventilation and air-conditioning). Interior finish shall be considered utilitarian, commensurate with transit standards. Blank white livery. 				
	Equipped with digital signage.				

4.c Ridership Projections

Estimating ridership for transit routes that do not yet exist is tricky business. Nonetheless, HMS has considered the studies that have been completed to date and has developed projections for the two ferry routes it is offering on.

Soundview

Soundview - Total Annual Ridership

One-way	Year 1	Year 2	Year 3	Year 4	Year 5
Weekday	347,393	794,040	833,742	867,092	893,104
Weekend	20,844	47,642	50,025	52,026	53,586
TOTAL	386,236	841,682	883,767	919,117	946,691

Note: Ridership in year 1 is handicapped due to start-up / ramp-up

Soundview - Average Weekday Ridership

One-way	Year 1	Year 2	Year 3	Year 4	Year 5
	Start-up	Par	5%	4%	3%
Average Weekday	1,336	3,054	3,207	3,335	3,435

Soundview - AM Peak Landings (average during Year 2 of operations)

Origin – Destination	Board	Alight
Soundview		
E. 90 th		
E. 62 nd		
Wall St. / Pier 11		

Soundview - PM Peak Landings (average during Year 2 of operations)

Origin – Destination	Board	Alight
Soundview		
E. 90 th		
E. 62 nd		
Wall St. / Pier 11		

South Brooklyn

South Brooklyn - Total Annual Ridership

One-way	Year 1	Year 2	Year 3	Year 4	Year 5
Weekday					
Weekend					
TOTAL					
	<u> </u>				

Note: Ridership in year 1 is handicapped due to start-up / ramp-up

South Brooklyn - Average Weekday Ridership

One-way	Year 1	Year 2	Year 3	Year 4	Year 5	
Average Weekday						
South Brookly	ın - A					

Origin – Destination	Board	Alight
BBP / P1 Dumbo		
BBP / P6 Atlantic		
Red Hook		
Bay Ridge		
Brooklyn Arm Terminal		
Wall St. / Pier 11		

South Brooklyn - PM Peak Landings (average during Year 2 of operations)

Origin – Destination	Board	Alight
BBP / P1 Dumbo		
BBP / P6 Atlantic		
Red Hook		
Bay Ridge		
Brooklyn Arm Terminal		
Wall St. / Pier 11		

South Brooklyn + Governors Island (GIS)

South Brooklyn + GIS - Total Annual Ridership

One-way	Year 1	Year 2	Year 3	Year 4	Year 5	
			_	_		
Weekday						
Weekend						
TOTAL						

Note: Ridership in

The ridership projections for South Brooklyn plus Governors Island have the same Weekday totals as the Brooklyn only service. This is based on the existing Governors Island operating schedule (Summers Only) and the current volume of weekly riders.

Weekend projections have increased on an annual basis by approximately 20,000 annual riders, growing at the same annual rates as general ridership over the entire route.

4.d Multi Fare Package

For the purpose of this proposal and the associated financial projections, the stated fare of \$2.75 has been used. No reductions or special fares have been utilized.

Ultimately, reduced fares are a policy matter. The cost of such policy decisions would need to be added to the assistance provided to the subject operator(s).

5. Staffing, Wages and Schedules

General

People are the key to success of any endeavor - and this project is no exception.

SoBro

The project team was formed with the South Bronx Overall Economic Development Corporation (SoBro) as a member because SoBro's mission and capabilities are ideally suited for the social and economic objectives related to the ferry service.

First, through its workforce development programs, SoBro will provide a direct link with the community along with specific recruiting, screening and training activities. Second, SoBro will help communicate the attributes and benefits of the new ferry service to prospective riders and local stakeholders.

Workforce Development Services at SoBRO

SoBRO's Career Development
Department provides a complete
spectrum of employment services which
includes job readiness training, adult
education, vocational training, financial
literacy training, benefits screening, and
job placement. Since its establishment in
2001, SoBRO has served over 10,000
individuals, placing an average of 400
individuals into employment every year.
The Career Development Department has
continuously monitored the trends in
economic development and worked with
employers in high growth industries to
fulfill their staffing needs. To this end, they



have provided vocational training to place individuals in industries such as transportation (Commercial Driver License (CDL) Training), health (Home Health Aide Training), telecommunications (Cable Installation Training), service (Customer Service/Office Skills Training), as well as construction (Carpentry Training).

Throughout the years, SoBRO has built long lasting relationships with close to 400 tri state area businesses most of which come back to SoBRO for quality employees. There is a minimum of 20 companies who have employed "double digit" participants, and 100 companies with whom have had repeat engagements. The employers SoBRO works with are well established companies such as Cablevision, Progressive Healthcare, Wildlife Conservation Society, Fed Ex, to name a few. Last year, the SoBRO career fair featured over 30 large employers and over 300 attendees. Employers come back to SoBRO for more employees because they trust that they will provide them with job ready individuals who often advance to higher positions within these companies.

Services offered by SoBRO include:

Employer Customized Training

SoBro tailors its employment services to meet the needs of businesses and high growth sectors by monitoring trends in economic development and working with employers to fulfill their staffing requirements. They provide training and certification in industries such as transportation, health, telecommunications, customer service and construction.

Job Placement (Third person)

We build solid relationships with a large number of Bronx employers through our business assistance programs, as well as through our career fairs and community events. Employers approach us confident that we can consistently connect them with trained and qualified employees who are actively seeking work. Over the years, we have formed long lasting relationships with close to 400 tri state area businesses, many of which regularly return to us for quality employees. Such companies include Cablevision, Progressive Healthcare, Wildlife Conservation Society and Fed Ex, among others.

Employment Readiness

We help our clients overcome the common obstacles to securing employment by providing training in resume writing and interviewing skills, as well as attitudinal and pre- employment training that emphasizes professionalism and performance. We also incorporate financial literacy instruction in every program to enable participants to successfully manage their finances once they find work.

Low Income Benefits Assistance

SoBro aims to support its clients' efforts to sustain themselves while preparing for employment. SoBro screens clients for benefits eligibility for more than 23 different benefits programs and provides assistance with the claims process.

Participants enrolled in SoBro's career development programs obtain employment in transportation, industrial/warehousing facilities, office jobs, and in retail and customer service positions that allow for promotions to management positions.

5.a HMS Staffing Schedule

The HMS team is proposing to provide ferry service on two routes: Soundview and South Brooklyn. Should both these proposals be accepted, the total required number of local positions would be 73.

Required Positions (for Two Routes)

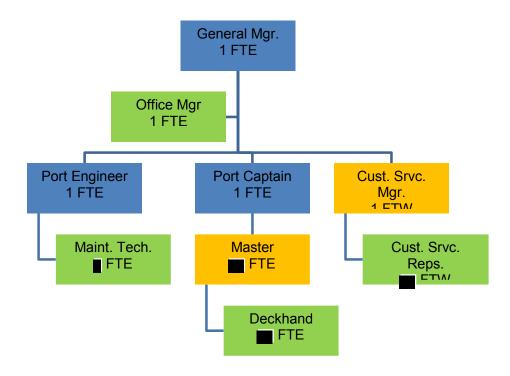
Position	Office	Soundview	S. Brooklyn	Total
GM	1			1
Office Manager	1			1
Port Captain	1			1
Port Engineer	1			1
Cust. Srvc. Mgr.	1			1

			I	
Masters				
Deckhands				
Cust. Srvc. Reps				
Maint. Techs.				
TOTAL	5	34	34	73

Wage Range for Required Positions (for Two Routes)

Direct Pay	Burden includes taxes & benefits ¹
	Direct Pay

Organization Chart (for Two Routes)



¹ Employee benefits include: Paid holidays, vacation/personal time, medical, dental, vision and mental health plans. Credentialing and training programs

5.b Workforce Development & Education Plan

Within the project team, SoBRO will take the lead in Workforce Development and provide outreach, recruitment, work readiness training, and vocational training in the customer service field for ferry service employees.

While the exact timing for the hiring process is currently undetermined, SoBRO will conform to the following schedule for the workforce development and training component:

Area	Month - 3	Month -2	Month -1		Months 1-6
Outreach & Recruitment					
Screening & Assessment					
Enrollment & Orientation				Date of	
Job Readiness & Vocational Training				Hire	
Referral to HMS					
Follow up & Retention					

The Workforce Development and Training Plan includes the following components:

i. Outreach and Recruitment



SoBRO will start outreach and recruitment efforts for HMS three months prior to the launch of the ferry operations to ensure timely staffing. SoBRO has been providing career development and vocational training services to residents of the Bronx for the past three decades. As such, SoBRO has developed strong relationships with community-based organizations, city agencies, and educational institutions from which it receives a steady source of client referrals.

SoBRO already receives a large number of referrals from the NYC Human Resources Administration, since it is an approved training site for Adult Basic Education,

ESOL, and HSE (formerly GED) classes. Furthermore, SoBRO utilizes Public Service Announcements, newspaper ads, and flyers posted at relevant locations throughout Bronx communities.

SoBro staff goes into the field at least once per week to recruit participants, hosting seminars at public schools (including community colleges), churches, community-based organizations, and other partner organizations.

ii. Screening and Assessment

All participants will begin the program by meeting with the Case Manager to assess their eligibility for the program, take inventory of their skills and needs, and identify barriers to successful employment. The Case Manager collaborates with the Job Readiness Instructor, who leads the Job Readiness and Customer Service Training.

The Job Readiness Instructor assists each participant in class to create or improve their resume, learn interviewing skills, and practice in mock interviews. Participants also create an individualized Employability Plan that includes their short- and long-term goals, which is shared with the Case Manager and stored in their files.

Additionally, the Case Manager will identify barriers to employment and ensure that they are addressed before referring them to our partner employers. They will provide career counseling support, referrals to mental health and substance abuse professionals, help in finding daycare, accessing housing, and other supports as needed. They will also make referrals to other skills training and educational programs that align with participants' interests and goals.

The Case Management Components and Standards are comprised of five key areas:

- Engagement and Assessment
- Service Planning
- Monitoring and Documentation
- · Case Coordination and Case Conferencing
- Exit Planning

iii. Enrollment & Orientation

At the time of enrollment, all prospective candidates will meet with a Case Manager to receive an orientation regarding the program which will include a program overview, expectations from clients regarding attendance and participation, and other program requirements. The Case Manager will then work with the candidates to create an Individualized Service Plan, taking inventory of the clients' skills and needs, and identify barriers to successful employment. Case Managers will provide career counseling support, referrals to mental health and substance abuse professionals, help in finding daycare, accessing housing, and other supports as needed. They will also make referrals to other skills training and educational programs that align with participants' interests and goals.

iv. Job Readiness and Vocational Training

A core part of SoBRO's workforce development strategy for HMS is the Job Readiness and Customer Service Training, which leads to a nationally-recognized credential and prepares

participants for the job application and interview process and the soft skills needed to retain employment. The job-readiness component of the training helps applicants to get hired, especially after long periods of unemployment, by updating their resume, learning job search and interviewing skills, creating goals, and accessing other training and educational opportunities. The customer services skills learned often lead to good performance on-the-job and make them a competitive candidate for promotions.



Certification in Customer Service

SoBro also offers a two-week training course in Customer Service that leads to the National Professional Certification in Customer Service, an industry-driven and endorsed credential that helps employers distinguish and recognize qualified customer service professionals, and help define career advancement opportunities for candidates. By earning the professional certification in customer service, candidates can demonstrate their knowledge and skills in work areas that employers' value, and exhibit commitment to professional growth.

About the Certification

The certification was designed to capture the core customer service duties for a broad range of entry-level through first-line supervisory positions across the sales and service industries. The credential is appropriate for anyone interested in obtaining a job or pursuing a career in retail and other industries that value customer service skills

Customer Service and Learning Program

Customer service, sales, and literacy standards have been integrated into a comprehensive program designed to prepare participants for entry-level retail sales and customer service related positions, and provide support for successful entry and advancement in service related careers. Learners will be presented with Equipped for the Future skills training and coaching to help prepare them for the National Professional Certification in Customer Service.

This comprehensive program builds critical functional literacy skills in math, computers, verbal ability, active listening, writing, and workplace readiness. Pre-requisites include Math and literacy at 6th grade level. The duration of the program is 90-120 hours per learner, or can be modified. This classroom-based, instructor-led training includes:

- Traditional lecture-based training
- Facilitated, interactive self-assessment, development planning and portfolio building
- Interactive teamwork projects that provide learners with the opportunity to plan and execute a project, use decision-making skills, and appreciate interpersonal attributes and diversity
- Preparation for the National Professional Certification in Customer Service
- Specialized skill development to increase retention and potential for career advancement
- Intensive job attainment/business preparation training

Goals

At the end of the training program, candidates will:

- Understand customer service and sales techniques, in preparation for the National Professional Certification in Customer Service
- Understand the importance of knowing the features of what they are selling
- Know where to look to learn about product features
- Understand why it is important to match the products to the customer
- Understand customer benefits in terms of product features
- Explain how to help customers make an informed choice
- Recognize when a customer is ready to make a purchase

- Suggest additional purchases
- Demonstrate commitment to on-going learning and career development

v. Follow-Up & Retention

SoBRO will follow-up with employed participants and employers through monthly phone calls and monthly meetings with participants. During the calls and or/meetings, the Case Manager will be able to identify if there are any issues and will work with the participants to identify possible solutions, assuming there's an issue present. The Case Manger will make referrals to the appropriate agencies when necessary. The Case Manger will also document participant progress and achievements. The Case Manager will also liaison with the employer to support job retention. SoBRO will work closely with HMS staff to monitor the employment status of referred individuals and assist in replacing those candidates who are no longer employed.

STAFFING



The proposed workforce development strategy will utilize the services of a Program Director, a Case Manager, a Job Readiness and Vocational Training Instructor. The Program Director will oversee the operations of the staff, ensure that program outcomes are being met, and liaise with HMS on all reporting. The Case Manager and Job Readiness and Vocational Training Instructor will communicate on a daily basis and coordinate the provision of services to ensure participants are able to obtain employment and transition to unsubsidized employment. Specifically:

The **Program Director** will:

- Provide supervision and develop strategies to most effectively carry out program goals, ensure staff accountability and performance, and promote professional growth.
- Develop and monitor program activities to ensure the program is effectively responding to community and participant needs, and meeting the requirements of the ferry project.

The **Case Manager** will:

- Perform comprehensive assessment, including the administration of assessment tests.
- Prepare individual employment plans.
- Assist program participants with the barriers they face to employment through referrals to partner social service organizations and support groups.
- Perform follow-up and post-employment services as necessary.

Our Job Readiness and Vocational Training Instructor will:

- Provide job readiness skills trainers to potential candidates
- Teach customer service skills that lead to the National Professional Certification in Customer Service.

5.c Hire NYC Plan

The project team will also work with HireNYC to recruit potential candidates for available positions. The team will notify HireNYC six months prior to the commencement of business and meet with HireNYC recruitment representatives to discuss marketing and recruitment strategies. The team will continue to work with HiresNYC to interview candidates that are referred and make final decision regarding hiring. The project team will provide all required hiring information to HireNYC and continue updating HireNYC staff on future hiring needs.

Paradise Express Ferry (PEF)

The management of Paradise Express stems from diverse professional backgrounds. This includes Architecture and Urban Planning, Code & ADA Compliance, Real Estate Development, Construction Management, Property and Event Management, Customer Service and Human Resources.

Paradise Express is committed to supporting local Community Organizations, Arts, Culture and educational resources through scholarships, events and activities including creative partnerships. The founders of Paradise Express have always personally been involved with community and not-for-profit and/or educational development, and therefore these core attributes extend to the corporation as well. These are concrete demonstrations of our commitment to enact good Corporate Social Responsibility and be good corporate citizens and neighbors.

In keeping with NYCEDC HireNYC's program goals PEF will manage the hiring program in partnership with SoBro to obtain above minimum goals outlined by HireNYC. PEF will work with local community organizations, churches, colleges and outreach and employment programs with proven track records to train and hire for the required positions. Information will be further decimated using public service announcements, news ads and city agencies as well as organized job fairs and community festivals throughout the Bronx, Brooklyn and Harlem areas.

Hiring Goal

50 percent (50%) of all new permanent jobs created in connection with the project will be filled by members of target population for the period beginning at commencement of business operations and continuing for five (5) years through the end of the contract.

Retention Goal

40 percent (40%) of all employees whose hiring satisfied the Hiring Goal will be retained for at least nine (9) months from the date of hire with a progress review at the six (6) month measure to ensure retention. A focus will be placed on job readiness and employment preparation to ensure the participant's readiness to work and retain employment.

Advancement Goal

30 percent (30%) of all employees whose hiring satisfied the Hiring Goal will be promoted to a higher paid position within one (1) year. There will be additional on the job training to allow for advancement within positions and giving participants an opportunity to advance through cross training of job skills.

Training Goal

Skills-training or higher education opportunities will be provided to members of the target population to further a participant's opportunity to advance. The same on the job training and cross skills training provided to participants to within positions will also allow for a participant to change as they acquire additional skills.

6. Financial Statements

Please see Financial Statements attached to this proposal.

HMS Ferries, Inc. NYCEDC City Wide Ferry Operations

7. Projected Cost of Operations

General

Key Assumptions – All Routes

Vessels	3 active vessels per ferry route (Soundview and South Brooklyn) with a back-up vessel. If both routes are operated by HMS, the same back-up vessel will be shared.
Crew	Each operating route has 34 personnel working on the vessels and in the terminals.
	Prevailing maritime wages were used for the vessels and a minimum wage of was used for all shoreside personnel. 29% was used for burden which covers employee taxes, benefits and special / ongoing training.
	Marine employees (on the vessels) will be represented by the International Organization of the Masters Mates and Pilots (MM&P).
Fuel	In Year 1, operating cost projections include diesel fuel . In subsequent years, the estimated cost per gallon increases .
	Ideally, fuel will be treated as a pass-through - this ensures the client pays only the actual cost of fuel.
Insurance	HMS Ferries, Inc. (HMS) enjoys the substantial benefits of the fleet insurance package of HMS Global Maritime, Inc. This is the "Gold Standard" of marine insurance and provides the very highest levels of insurance in the entire maritime industry.
	For purposes of this RFP and Financial Evaluation HMS has based its insurance quotes on \$100 million in liability coverage that will be extended to cover the City of New York and NYCEDC. (This is the same amount HMS carries for the Governors Island ferry service it operates for The Trust for Governors Island.)
	The insurance package covers:
	 Hull & Machinery Protection & Indemnity Liability Marine Pollution Legal Liability/Environmental Impairment Liability War Risks Workers Compensation and Employers Liability Long Shore and Harbor Workers Terminal Insurance Marine General Liability
	Marine UmbrellaAutomobile

HMS Ferries, Inc. NYCEDC City Wide Ferry Operations

	Property, Equipment, Machinery &/or Stored Equipment
Cost Increases	HMS has included a 3% annual cost escalator on operating costs including labor and fuel.
Traffic Increases	
2015 Dollars	All estimates are in 2015 dollars

Itemization of Monthly "Other Expenses"

Item	Soundview	South Brooklyn / GIS
Stress Test / Mobilization		
One time site mobilization and		
NYCEDC Stress Test activities		
(Invoiced 1 st Month, 1 st Year		
only)		
Terminal Related		
Home Port		
Utilities		
Security		
Automobile		
Team Member / Prof. Scvs.		
TOTAL	166,553	168,906

8. Compensation

SOUTH BROOKLYN

8.a Base Compensation

The RFP describes Base Compensation as:

Cost of Operations (+) Fee = Base Compensation

Operations Fee

Base Compensation is found in the Pro Forma template included in Section 7. It is reflected in the line that reads: "Operations Fee (Revenue)."

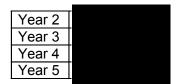
Year 1

For Year 1, South Brooklyn Base Compensation (aka Operations Fee) is calculated to be



Years 2-5

Base Compensation (aka Operations Fee)



8.c Participation Payment

It is not envisioned a participation payment can be made to NYCEDC. Revenues generated from fares (and other sources) will not be sufficient to cover the cost of operations – particularly at the mandated fare of \$2.75. This fact is consistent with NYCEDC's own findings on this topic.

8. Compensation

SOUTH BROOKLYN + GOVERNORS ISLAND

8.a Base Compensation

The RFP describes Base Compensation as:

Cost of Operations (+) Fee = Base Compensation

Operations Fee

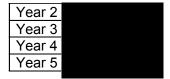
Base Compensation is found in the Pro Forma template included in Section 7. It is reflected in the line that reads: "Operations Fee (Revenue)."

Year 1

For Year 1, South Brooklyn + Governors Island Base Compensation (aka Operations Fee) is calculated to be

Years 2-5

Base Compensation (Operations Fee)



8.c Participation Payment

It is not envisioned a participation payment can be made to NYCEDC. Revenues generated from fares (and other sources) will not be sufficient to cover the cost of operations – particularly at the mandated fare of \$2.75. This fact is consistent with NYCEDC's own findings on this topic.

HMS Ferries, Inc.
NYCEDC City Wide Ferry Operations

9. Doing Business Data Forms (Appendix 9)

Please see the Doing Business Data Form attached to this proposal.

HMS Ferries, Inc. NYCEDC City Wide Ferry Operations

10. M/WBE Plan – Appendix 10

Paradise Express – Lead on MBE

Project team member Paradise Express Ferry LLC (PEF) is a Harlem, NY-based and African-American owned MBE-Certified Ferry Operations Company. Since 2012, PEF has worked to provide fast ferry transportation and excursion options to diverse waterfront communities in the U.S. and the Caribbean. PEF also works to expand operations, management, and customer service opportunities to communities that previously were not significantly exposed to such career opportunities in the maritime sector. Working with local advancement and maritime education organizations, it utilizes Workforce Development concepts to increase the training channels for full time employment opportunities.

PEF will attend the various East and West Harlem Community Board meetings as well as the South Bronx and Bronx Kips Bay Community Board meetings to present the workforce development plan for this venture. As members of the Greater Harlem Chamber of Commerce, New York State NAACP and the New York Urban League, we will work with the Bronx and Brooklyn Chambers of Commerce as well as local BID organizations to inform the various communities of employment opportunities. Further, PEF will communicate with both local and state representatives to disseminate ongoing opportunities out to their constituencies. PEF already works with SoBRO and will utilize its established workforce development training programs to prepare potential employees and will provide an ongoing customer service training relationship for the length of the contract.

Local Focus

To craft a true local submission with local stakeholders, PEF will provide a local Human Resources Manager for the project. Using its extensive network of public and private channels in the communities to be served, Paradise Express will perform continuous community outreach to attract minority candidates for all positions associated with the projects. Those candidates will then go through the appropriate Workforce Development program conducted by SOBRO or directly by HMS as required. Once qualified, candidates will be positioned immediately in open billets, but also have the option to seek opportunities with other local maritime operators.

Social Responsibility

PEF and the entire project team are committed to supporting local Community Organizations, Arts, Culture and educational resources through scholarships, events and activities including creative partnerships. The founders of PEF have been actively involved with community and not-for-profit and/or educational development for years, and these core attributes extend throughout PEF and the entire project team.

Community Outreach

PEF will attend the various East and West Harlem Community Board meetings as well as the South Bronx and Bronx Kips Bay Community Board to meetings to present the workforce development plan of this venture. As a member of the Greater Harlem Chamber of Commerce, NAACP and the New York Urban League, we will work with the Bronx and Brooklyn Chambers of Commerce as well as local BID organizations to inform the various communities of the employment opportunities. We have developed a partnership with SoBRO and will use their established workforce development training program to prepare potential employees and have

an ongoing customer service training relationship for the length of the contract. Further, we will communicate with both local and state representatives to disseminate ongoing opportunities out to their constituencies.

Seastreak, LLC Proposal for Citywide Ferry Service: Rockaway Route



SUBMITTED June 24, 2015



Citywide Ferry Operators Request for Proposals Addendum #2 June 9, 2015

To All Respondents:

- All requirements of the original RFP shall remain in full force and effect, except as set forth in this Addendum and any other previously issued Addenda.
- 2. All capitalized terms used in this Addendum shall have the same meaning as set forth in the RFP being amended hereby.

THIS ADDENDUM MUST BE SIGNED BY THE RESPONDENT AND ATTACHED TO THE RESPONDENT'S PROPOSAL WHEN SUBMITTED.

NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION

By: Maryann Catalano
Title: Senior Vice President, Contracts

ACKNOWLEDGED AND AGREED: Name of Respondent :	SEASTREAK, LLC
By: JAMES A. BARKET	
Title: President	
Date: 6/24/15	

1.	Letter of Introduction & Statement of Agreement	5
a		
2.	Proof of Eligibility	7
 a		
	o. Licensing and certification.	
	c. Disclosure of Accident/Incident Reports	
	d. Information demonstrating the financial resources required:	
3.	Minority or Women Owned Business Enterprises ("M/WBE") Plan	11
4.	Workforce & Education Development Plan	15
5.	Ferry Service Requirements	16
о . а		
	o. Vessel Particulars	
	c. ADA and LL68 compliance	
-	d. Concession Plan	
	e. Sponsorship	
_	Francisco Constituto	15
6.	Ferry Operations	
	a. Vessel homeport and layover locations	
	b. Level of service description for each route	
	d. Safety	
е	e. Government Permits and Licensing Documentation	20
7.	Pre-Launch Plan	21
8.	Traveler Information Plan	21
9.	Reporting Requirements Plan	22
10.	System Coordination Plan	23
10.		
11.	Ridership Projections	23
12.	Multi Fare Package description	23
13.	Alternative Ferry Concepts Plan	24
14.	Customer Service / Communications Plan	24
15.	Affidavit of US citizenship	25
16.	Stress Test	26
17.	1 3	
a	1 7	
	o. Team Members	
	c. List of directors, officers and members to be added (page 56)	
d	d. Number of years in business	
e	e. Description of all subsidiaries and affiliates	29
18.	Operating Experience	
a	a. List of ferries services operated currently (or within last 5 years).	30

19.	Service Proposal	31
	Operations Plan	
	Multi Fare Package description	
Α	Alternative Ferry Concepts Plan	33
20.	Staffing, Wages and Schedules	34
a		
21.	Cost of Operations Projection (Expenses)	35
22.	Respondent's Compensation	35
	a. Amount of Respondent's Base Compensation	
	o. Participation Payment	
	•	
23.	Doing Business Data Form	36
24.	Pro Forma Statements and Charges to NYCED	38
25.	Ferry Service Requirements	41
26.	Security, Garbage Removal, Snow Removal	44
	,	
27.	Shuttle Service Requirements for Rockaway Service	45
28.	Customer Service/Communications Plan	46
29.	HIRE NYC	47
30.	Signed Documents and Submissions	48
31.	Appendix 1: Proof of Eligibility	64
	••	
32.	Appendix 2: Vessel Descriptions	119
33.	Appendix 3: Vessel Documentation: Seastreak New York	126
34.	Appendix 4: Vessel Documentation: Seastreak New Jersey	132
35.	Appendix 5: Vessel Documentation: Seastreak Wall Street	139
36.	Appendix 6: Vessel Documentation: Seastreak Highlands	146
37.	Appendix 7: Vessel Documentation: Whaling City Express	153
38.		
	, ,	
39.	Appendix 9: Vessel Documentation: Ocean State	165
40.	Appendix 10: Current Applicable Shuttle Service Inspections	170

1. Letter of Introduction & Statement of Agreement

a. Letter of Introduction

Seastreak is pleased to submit this proposal in response to the NYCEDC's Request for Proposal dated March 27, 2015. The proposal is specifically for the Rockaway/BAT/Pier 11 Manhattan route and is intended to provide Seastreak's response to the NYCEDC's questions and requirements contained in its RFP. However, this proposal is not intended to serve as a contract or agreement between Seastreak and the NYCEDC in the event NYCEDC chooses to move forward with Seastreak. Seastreak does not intend to be bound until such time as NYCEDC and Seastreak execute a binding agreement between them.

Seastreak proposes to operate ferry service from Rockaway/BAT to Pier 11 (Wall Street) NY. Seastreak proposes to operate two 149 passenger side and bow-loading ferries between Rockaway/Brooklyn and Manhattan NY from November – through April. Seastreak plans to utilize one 149 passenger bow/side loading vessel, and one larger 149+ passenger bow/side loading vessel to accommodate the increased ridership based upon historical data from May through October. The ferries will provide daily service seven days per week including holidays.

All of Seastreak's ferries are capable of achieving the outlined schedule in the RFP, and have demonstrated their ability to service the run during challenging weather conditions as with their higher bows, they were designed and constructed to operate in open ocean routes with large seas. The ferry service will offer Rockaway and Brooklyn residents a safe and reliable means of transportation to and from Manhattan.

Onboard passenger amenities will include a galley offering hot coffee, pastries, soda, beer and snacks for sale. Vessels will be equipped with onboard satellite systems with flat panel TV's, luxury seating with tables and outside seating and viewing areas.



June 24, 2015

New York City Economic Development Corporation 110 William Street, 4th Floor New York, NY 10038 Attn: Maryann Catalano, Senior Vice President

Dear Ms. Catalano:

This letter hereby certifies that James Barker has read this RFP and the Appendices fully and agrees to the terms and conditions set forth in this RFP and Appendices. Additionally, the Proposal is a firm offer for a minimum period of one hundred and eighty (180) days.

Sincerely,

James A. Barker President Seastreak, LLC

> 2 FIRST AVENUE ATLANTIC HIGHLANDS, NJ 07716

2. Proof of Eligibility

a. Qualified Service

Seastreak has operated a ferry service since 1982, and was purchased by the Barker and Tregurtha families on April 1, 2008. As such, Seastreak, LLC has been in business seven years under the present management.

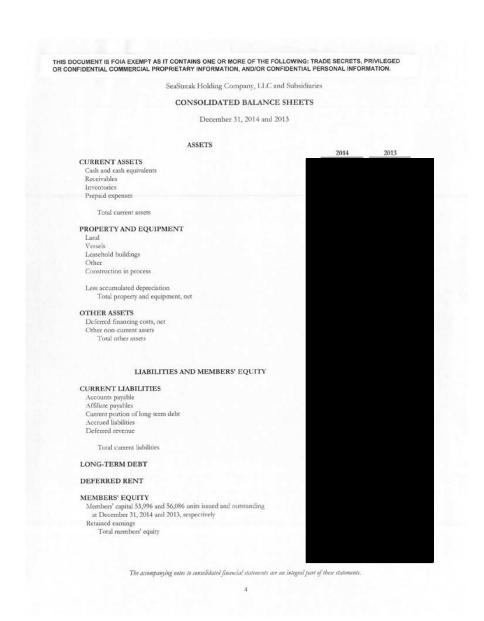
b. Licensing and certification.

Please see Appendix 1.

c. Disclosure of Accident/Incident Reports

The only significant accident occurred on January 9, 2013 involving an allision with the M/V Seastreak Wall Street and Pier 11, NYC. An investigation was conducted by the NTSB and is available on their website.

d. Information demonstrating the financial resources required:



THIS DOCUMENT IS FOIA EXEMPT AS IT CONTAINS ONE OR MORE OF THE FOLLOWING: TRADE SECRETS, PRIVILEGED OR CONFIDENTIAL COMMERCIAL PROPRIETARY INFORMATION, AND/OR CONFIDENTIAL PERSONAL INFORMATION.

SeaStreak Holding Company, LLC and Subsidiaries

CONSOLIDATED STATEMENTS OF INCOME

For the years ended December 31, 2014 and 2013

Fare revenue Concession revenue Freight revenue Events and charter revenue Other revenue

Total revenues

Vessel expenses

Gross profit

Selling expenses Administrative and general expenses

Total operating expenses

Operating income

Other expense: Interest expense Other Total other expenses

NET INCOME



The accompanying notes to consolidated financial statements are an integral part of these statements.

THIS DOCUMENT IS FOIA EXEMPT AS IT CONTAINS ONE OR MORE OF THE FOLLOWING: TRADE SECRETS, PRIVILEGED OR CONFIDENTIAL COMMERCIAL PROPRIETARY INFORMATION, AND/OR CONFIDENTIAL PERSONAL INFORMATION.

SeaStreak Holding Company, LLC and Subsidiaries

CONSOLIDATED STATEMENTS OF CASH FLOWS

For the years ended December 31, 2014 and 2013

Cash Flows from Operating Activities:

Net income

Adjustments to reconcile net income to net cash from operating activities:

Adjustments to reconcile net income to net or Depreciation and amortization expense Loss on disposal of fixed assets Change in deferred rent Change in fair value of interest rate swap Change in fair value of interest rate cap Changes in operating assets and liabilities: Receivables Affiliate payables Inventories Prepaid expense Other non-current assets Accounts payable and accrued liabilities Deferred revenue

Total adjustments

Net cash from operating activities

Cash Flows from Investing Activities:

Capital expenditures

Net cash from investing activities

Cash Flows from Financing Activities:

Cash Flows from Financing Activities:
Unit redemptions
Distributions to members
Capitalization of deferred financing costs
Borrowings on long-term debt
Principal payments on long-term debt

Net cash from financing activities

NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS

Cash and cash equivalents - beginning of period Cash and cash equivalents - end of year

Supplemental Disclosure of Cash Flow Information: Cash paid during the year for interest

The accompanying notes to consolidated financial statements are an integral part of these statements.

3. Minority or Women Owned Business Enterprises ("M/WBE") Plan

Seastreak in its best efforts will seek third party vendor services through women or minority owned businesses based upon the requirements outlined in this RFP.

Please see attached documentation below signed by our proposed bus shuttle subcontractor.

NEW YORK CITY ECON-	OMIC DEVELOPMENT CORPORATION RFORM AS SUBCONTRACTOR
BIDDER/PRIME CONTRACTOR NAME SEASTREAK, LL ADDRESS 2 AS AVE MUL ATLANTIC HIGHLANDS PHONE 908 216 8635 FED. ID NO	SUBCONTRACTOR NAME COR PORATE EXPRESS ADDRESS SO 2 54 TH WE
NYCEDC CONTRACT NUMBER:	TBD
PROJECTED START DATE:	5/2017
PROJECTED COMPLETION DATE:	4/2022
WORK TO BE PERFORMED:	Shuffle serice - Rock Austy Route CWF Ferry Serice
PRICE OF WORK TO BE PERFORMED:	\$ 1,152,000/yr. A
Project. The Contractor must notify an Opport ided herein. By signing below each party certificating information shall be grounds for the appliance of the contract of the con	CERTIFICATION attractor and the Subcontractor hereby affirms its intent to participate on unity M/M/DBE Officer in writing of any changes to the information files that the above information is true and accurate. Providing false or iccation of any applicable criminal and/or criti penalties for perjury. Subcontractor's Signature
Contractor's Signature Title: Cartalle Date: 6/27, 20/5	Title: PRES.

The person we make the state of the person o	ubilitation process, and to serve as documentation of yr of PDF copy to the same make. If you have any question	uz koministrenst comp y w, th NVVA/CBB impuliements for this preject. Blease A.you, may contact Opportunity PA/W/DBB at 213-112-43.fd.
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4. Workforce & Education Development Plan

Seastreak intends make a good faith effort to comply with all HireNYC program requirements. In addition, Seastreak has drafted the following program plan:

SEASTREAK PROGRAM PLAN FOR HireNYC

Seastreak LLC strategies for compliance of HireNYC initiatives:

- 1. Career Opportunity advertising for entry level employment in NYC newspapers.
 - Seastreak will post quarterly advertising in two NYC newspapers for three days each to collect resumes of interested potential candidates.
 - Postings will include basic skills needed to perform duties, pay rate, minimum age and education requirements.
 - Resumes will be retained for tracking and follow up data collection.
 - Qualified candidates will be interviewed.
- 2. On line advertising for entry level career opportunities.
 - Postings will include basic skills needed to perform duties, pay rate, minimum age and educational requirements.
 - Resumes will be retained for tracking and follow up data collection.
 - Qualified candidates will be interviewed.
- 3. Partnering with a minimum of two (2) NYC Community College Career development Departments.
 - Seastreak LLC will actively participate in the following manner.
 - Job Fair Booth for Seastreak. The company Training Officer will attend and distribute information about the entry level deckhand position to all those interested.
 - 2. Job Visiting programs. On site and vessel rides will be coordinated by the Training Officer with interested candidates to see first- hand the duties and responsibilities of the job.
 - 3. On Campus Recruitment Program. Job Opportunity flyers and campus visits will be provided and scheduled to attract potential new interested employees.

Seastreak will maintain records of all resume and applications collected and hired.

All Hired candidates will participate in 1 week initial Basic Deckhand Orientation Training, followed by 1 week of On the Job shadowing with an experienced deckhand. Candidates will complete Basic Deckhand Qualification Training Matrix and be signed off by the Sr. Deckhand or Lic. Mate within 90 days.

5. Ferry Service Requirements

a. Landing Integration description

All Seastreak vessels are equipped for bow and side-loading at NYCDOT docks.

b. Vessel Particulars

Seastreak has a fleet of seven high-speed ferries:

- Four 141' 505-passenger high-speed catamarans
- Two 95' 149-passenger high-speed catamarans
- One 65' 149-passenger high-speed catamaran

See Appendix 2 for detailed vessel descriptions.

c. ADA and LL68 compliance

All of our vessels are designed to utilize all NYCDOT ferry landings in compliance with LL68, and all of our vessels are ADA compliant.

d. Concession Plan

All Seastreak vessels have a concessions area on all ferry sailings providing, but not limited to, breakfast items, coffee, tea, beer, wine, spirits, soft drinks, and pre-packaged snacks.

All Seastreak vessels are equipped with Wi-Fi access for passengers.

e. Sponsorship

Seastreak agrees to provide vessels with blank livery to accept required sponsorship or branding.

6. Ferry Operations

a. Vessel homeport and layover locations

Seastreak currently plans on utilizing Highlands and Atlantic Highlands, NJ as homeports. However, Seastreak would be interested in homeporting in Rockaway if NYCEDC can accommodate our vessels on the landing at 108th St..

b. Level of service description for each route

The operation plan for the proposed ferry service from Rockaway/BAT to Pier 11 includes the use of two high speed catamarans. Depending upon the passenger volume and demand throughout the year, two (2) 149 passenger vessels (or the like) or a combination of one (1) 149 passenger (or the like) and one (1) Passenger vessel with a capacity greater than 149 passengers may be utilized.

The vessel operating schedule will consist of seventeen (16) round-trips/day from Rockaway/BAT to Pier 11, and fifteen (16) round-trips/weekend day from Rockaway/BAT to Pier 11. A shuttle bus service will pick-up the passengers from the designated routes and stops to meet all departures and arrivals. There will be at least two shuttle busses performing these pick-ups and we will be able to add additional capacity if necessary. All shuttle permits and landing rights would be acquired and maintained by Seastreak.

All Seastreak vessels are designed to utilize all NYCDOT ferry landings in bow and/or side-loading configurations.

Seastreak vessels have the ability to complete the ferry route in the required amount of time and cruise between 27 and 32 knots.

All Seastreak vessels were designed by Incat Crowther in Sydney, Australia, who are recognized leaders in high-speed passenger ferry design. Our vessels were constructed using the latest technology in advanced hull structures to minimize wake and wash. Seastreak can provide additional information from Incat Crowther if necessary.

Proposed Rockaway/Brooklyn Army Terminal / Route Schedule

Rockaway / Brooklyn Army Terminal / Wall St. Schedule

Monday - Sunday

Departures from Rockaway to Wall St.

Rockaway Departures	BAT <u>Arrivals</u>	BAT Departures	Pier 11/Wall St. Arrivals
6:30 AM	7:05 AM	7:10 AM	7:25 AM
7:35 AM	8:10 AM	8:15 AM	8:30 AM
8:35 AM	9:10 AM	9:15 AM	9:30 AM
9:40 AM	10:15 AM	10:20 AM	10:35 AM
10:40 AM	11:15 AM	11:20 AM	11:35 AM
11:45 AM	12:20 PM	12:25 PM	12:40 PM
12:45 PM	1:20 PM	1:25 PM	1:40 PM
1:50 PM	2:25 PM	2:30 PM	2:45 PM
2:50 PM	3:25 PM	3:30 PM	3:45 PM
3:55 PM	4:30 PM	4:35 PM	4:50 PM
4:55 PM	5:30 PM	5:35 PM	5:50 PM
6:00 PM	6:35 PM	6:40 PM	6:55 PM
7:00 PM	7:35 PM	7:40 PM	7:55 PM
8:05 PM	8:40 PM	8:45 PM	9:00 PM
9:05 PM	9:40 PM	9:45 PM	10:00 PM
10:10 PM	10:45 PM	10:50 PM	11:05 PM

Departures from Wall St. to Rockaway

Pier 11/Wall St. <u>Departures</u>	BAT <u>Arrivals</u>	BAT Departures	Rockaway Arrivals
6:30 AM	6:40 AM	6:45 AM	7:30 AM
7:30 AM	7:40 AM	7:45 AM	8:30 AM
8:35 AM	8:45 AM	8:50 AM	9:35 AM
9:35 AM	9:45 AM	9:50 AM	10:35 AM
10:40 AM	10:50 AM	10:55 AM	11:40 AM
11:40 AM	11:50 AM	11:55 AM	12:40 PM
12:45 PM	12:55 PM	1:00 PM	1:45 PM
1:45 PM	1:55 PM	2:00 PM	2:45 PM
2:50 PM	3:00 PM	3:05 PM	3:50 PM
3:50 PM	4:00 PM	4:05 PM	4:50 PM
4:55 PM	5:05 PM	5:10 PM	5:55 PM
5:55 PM	6:05 PM	6:10 PM	6:55 PM
7:00 PM	7:10 PM	7:15 PM	8:00 PM
8:00 PM	8:10 PM	8:15 PM	9:00 PM
9:05 PM	9:15 PM	9:20 PM	10:05 PM
10:05 PM	10:15 PM	10:20 PM	11:05 PM

Fare: \$2.75/One Way

c. Contingency Plan

In conjunction with the Ferry Safety Management System, all Seastreak ferries operate according to a USCG approved vessel operations manual. This operations manual includes vessel policies and procedures to operate in adverse weather conditions including fog, night time navigation, heavy weather, and high traffic areas.

In addition, all Seastreak vessels operate with a USCG Near Coastal Certificate of Inspection which allows the vessels to continue to operate in the event the USCG COTP issues a closure due to inclement weather.

Pending an adverse weather forecast, Seastreak may substitute a vessel with a capacity greater than 149 passengers for a vessel with a capacity of 149 passengers to continue to operate this service in a safe manner.

In the unlikely event that one vessel will have to come out of schedule due to mechanical issues, we will make our best efforts to replace it with another vessel from our fleet within a reasonable period of time in order to maintain the schedule.

d. Safety

• Safety Management Plan

Seastreak has developed and implemented a safety management system in accordance with the requirements of the International Safety Management (ISM) Code.

This system provides specific controls with respect to the safety of personnel, vessels, passengers and pollution prevention. Seastreak refers to this system as the Ferry Safety Management System (FSMS) or simply the SMS.

Seastreak has established a Safety & Environmental Policy as the foundational document of this FSMS. The requirements set forth in subsequent sections of this FSMS manual all support Seastreak's safety management objectives:

- To establish safe practices and safe working environments onboard each Vessel.
- To establish safeguards against all identified risks on an on-going basis; and to continually improve the skills of all personnel in safety and environmental protection.

As stated within the policy, the FSMS has been developed to ensure compliance with all mandatory rules and regulations as well as applicable guidelines and standards recommended by groups such as the United States Coast Guard (USCG) and the Passenger Vessel Association (PVA).

All Seastreak personnel tasked with the implementation of the FSMS are familiar with this policy and understand how its objectives relate to their routine duties and responsibilities.

e. Government Permits and Licensing Documentation

See Appendix 1 for permits and licenses

7. Pre-Launch Plan

Seastreak will participate in pre-launch system, planning, testing, and validation to ensure system safety, security, interoperability, and customer service experience. Seastreak will coordinate with NYCEDC to:

- a. Develop standard operating procedures and protocol, ("SOP").
- b. Create a unified system of governance for operations.
- c. Test and validate using a stress test ("Stress Test") methodology.

8. Traveler Information Plan

Seastreak will provide adequate traveler information in keeping with the latest open transit data standards.

Seastreak will have open data policies that ensure that all real-time and schedule data are available to the public.

Seastreak will report performance-based information separately in a relevant format as required by NYCEDC.

9. Reporting Requirements Plan

Seastreak will maintain an active database with ridership and operating statistics from which any service-related reports can be prepared. The database will be in Microsoft Access or a similar open-source database.

Seastreak will provide direct access to this database and will supply NYCEDC with any report requested, including:

- Any event that is required to be reported to the USCG must be immediately reported to NYCEDC.
- On a quarterly basis:
 - Financial statements, including income, balance sheet and cash flow.
 - Progress reports with respect to achieving HireNYC goals in terms of hiring, retaining, and promoting "Target Population" workers.
- On a monthly basis:
 - Total fuel utilized in the provision of the CFS
 - Data detailing types of fares purchased in association with the CFS (e.g., single one-way, daily, weekly or monthly passes, etc.), correlated by Route, Landing, date of sale, fare media (e.g., tickets, fare cards, passes, smart phone apps, etc.), point of sale (e.g., on site, onboard, online), purchase method, payment method (cash or credit card) and date of use.
 - Data detailing On-Time Performance
- On a weekly basis:
 - Daily ridership statistics for the CFS, including the number of passengers embarking and disembarking at each landing on each vessel.
 - Number of service interruptions, length of service interruption, reason for service interruption, estimated passenger trips lost due to service interruption.
- On an annual basis:
 - Safety Management System performance report and presentation for NYCEDC to include a review of all regulatory compliance requirements, near miss events, loss time injuries, events reported to the USCG and/or requiring emergency responders, and lessons learned.
 - Engineering Management and Preventive Maintenance annual report and presentation to NYCEDC in coordination with the Safety Management System Review.
 - Annual Environmental Reporting on total fuel consumed, total nautical miles traveled, and any spills, violations, or environmental incidents.
- o National Transit Database:
 - Seastreak will follow all reporting requirements of the National Transit Database on behalf of NYCEDC. Passenger trips and other metrics requested in the NTD will be accrued to the City by Seastreak.

10. System Coordination Plan

Seastreak pledges to cooperate with and communicate frequently with NYCEDC, the City, contractors, and other operators to ensure the cohesion of the system coordination plan.

Seastreak will participate in periodic coordination meetings with other operators to review lessons learned and improve the CFS. This includes but is not limited to marketing, ticketing, customer service, levels of service, schedule planning, and operations reviews.

Seastreak will participate in a CFS oversight and safety committee.

11. Ridership Projections

Ridership and Parking Projections

Ridership Projections:

Year 1: 269,855 passengers Year 2: 296,841 passengers Year 3: 326,525 passengers Year 4: 359,177 passengers Year 5: 395,095 passengers

The yr/yr increase in the projected passenger carryings is estimated at 10%. Please see Section V: Proforma Statements for detailed assumptions and projections.

12. Multi Fare Package description

At this point, we predicated the attached pro forma to be based on a \$2.75/one-way ticket. We will make available a weekly pass for \$25.00 (5 round-trip tickets) or a monthly pass for \$105.00 (21 round-trip tickets). If awarded this contract, Seastreak contemplates a reduced fare for children, disabled and elderly, in the amount of \$2.25/one-way ticket.

13. Alternative Ferry Concepts Plan

As Seastreak operated this route between November, 2012, and October, 2014,

During the period of November, 2012, and October, 2014, when Seastreak operated this service between Rockaway/BAT/Manhattan, the schedule called for 10 round-trips/weekday, and no service during the weekends. In that period of time, there was very little demand from the riders for sailings between 10:30am and 3:00pm weekdays, and some demand for a weekend service which was directed to us via in-box comments or direct phone calls.

We feel that the frequency required in this RFP, 17 round-trips/weekday, may exceed the demand, this the boats will move very few people at mid-day, thus increasing the operating costs, which in turn will increase the amount of subsidy needed.

The weekend frequency of 15 round-trips/weekend day is, we believe, also excessive, and providing six round-trips/weekend day (three in AM and three in PM) will be able to meet the demand.

Seastreak suggests as an alternative ferry concept plan to start where we left off in October, 2014, at 10 round-trips/weekday, and six round-trips/weekend day. If the demand will be there, then the frequency can be increased. If enacted, this alternative ferry concept will generate savings from day one, and grow instead of having to decrease the service down the road due to weak demand mid-day (weekday and weekend).

14. <u>Customer Service / Communications Plan</u>

Seastreak maintains a website designed with ease of use in mind. Through our website, and via text and e-mail, we publish service alerts as necessary.

Seastreak also maintain a contact-box e-mail address which allows customers to register for service alerts and/or to inquire for additional information.

Seastreak also maintains a customer service phone number staffed by customer service personnel who can provide assistance to customers seven days/week.

15. Affidavit of US citizenship



16. Stress Test

Seastreak will make available our vessels to perform any stress test required by NYCEDC.

17. <u>Company Information</u>

a. Seastreak Company Profile

Seastreak, LLC is a leader in revitalizing fast ferry service in the New York metropolitan area and offers high speed catamaran service to points in Manhattan from two points in New Jersey with a fleet of seven vessels ranging in capacity from 149 passengers to 500 passengers.

Seastreak, LLC provides daily year-round ferry services from Atlantic Highlands and Highlands, NJ, to Pier 11 Wall Street, East 35th Street, and shuttle service to the World Financial Center. In addition to commuter services, Seastreak, LLC offers an array of special events and sightseeing cruises year round, including trips to Martha's Vineyard, Sandy Hook Beach, Yankee and Mets baseball games, and various day cruises up the Hudson River during the fall.

Each of our double-hulled catamarans features indoor and outdoor decks with panoramic windows offering amazing New York City skyline views. Even though many of our luxurious vessels are capable of carrying up to 500 passengers, our customers are kept comfortable with climate controlled interiors, plenty of indoor and outdoor seating, multiple restrooms, and a concessions area on all ferry sailings providing beer, wine, spirits, soft drinks, and pre-packaged snacks. In addition, our vessels were designed with both stability and speed in mind, so you can expect a smooth ride while traveling at up to 35 knots (40 mph).

In addition to our New York operations, Seastreak, LLC operates a seasonal ferry service (May through October) between New Bedford, Massachusetts and the ports of Oak Bluffs and Vineyard Haven on Martha's Vineyard. The Martha's Vineyard division operates daily service utilizing one high-speed catamaran ferry with capacity of up to 149 passengers.

Seastreak is a sister company of Moran Towing Co., The Interlake Steamship Company, and Mormac Marine Group, Inc. Moran is the largest tug/barge operator on the East and Gulf Coasts. The Interlake Steamship Company owns and operates 9 self-unloading bulk vessels on the Great Lakes.

Seastreak and its sister companies are owned by the Barker and Tregurtha Families. James R. Barker acts as the Chairman of both Seastreak and The Interlake Steamship Company, and Paul R. Tregurtha acts as the Chairman and CEO of Moran Towing.

Proposal Primary Contact

Jack Bevins

Seatreak's Vice President of Operations 2 First Avenue Atlantic Highlands, NJ 07716 Office (732) 872-2628 ext.

Cell (

Fax (732) 872-7324

Email: jack.bevins@

b. Team Members

Name Position

James A. Barker President

Jack Bevins Vice President, Operations

Herbert Birman Controller

Chris Bierker Director, Fleet Engineering Brett Chamberlain Director, Marketing

Management Profiles

James Barker – Mr. Barker has been the president of Seastreak, LLC since 2008, during which time he and his operations group started several new successful ferry routes. Jim began his career with The Interlake Steamship Company (a Great Lakes vessel operator) where he held various positions for 13 years, ending up as Vice President of Marketing. He then moved to Rhode Island, where he leased a shipyard and built a series of tugboats and ferries, including the Ocean State. Jim then rejoined the Mormac Marine Group of companies, which includes The Interlake Steamship Company, Moran Towing, and Seastreak. Jim graduated from Franklin Pierce College in 1986, and earned his Executive MBA from Case Western Reserve University in 1996.

<u>Jack Bevins</u> – Mr. Bevins Started his career with Seastreak as a Captain/Engineer in Oct.1999. Mr. Bevins moved into a shore side management position in the fall of 2002 as Port Captain, and currently serves as Vice President of Operations. A USCG Licensed Master since 1996, Mr. Bevins attended Brookdale Community College/Rutgers.

<u>Herbert Birman</u> – Mr. Birman joined Seastreak as its Controller in January 2006. Prior to his tenure with Seastreak, Mr. Birman held various financial executive positions in software, distribution, manufacturing, and agro-industrial businesses. Mr. Birman received his undergraduate degree and chartered accountant certification from University "Al. L. Cuza" in Jasy, Romania.

<u>Chris Bierker</u> – Mr. Bierker began his career with Seastreak in 1992 as Port Engineer. Under the new ownership of Seastreak in 2008, Mr. Bierker was promoted to Director of Vessel Engineering. Mr. Bierker attended SUNY Maritime and majored in Marine engineering with a minor in electrical engineering. Licenses Held: Captain 100 gross tons since 1990, EPA Universal refrigeration, Radar Observer, USCG qualified welder.

Brett Chamberlain – Mr. Chamberlain started his career with Seastreak as a Deckhand in December 2007, was promoted to Assistant Marine Operations Manager in April 2010, and currently holds the position of Director of Marketing. Prior to his service with Seastreak, Mr. Chamberlain earned a B.A. in Psychology from Rutgers University in 1995, and held various positions within the employee benefits consulting industry.

c. List of directors, officers and members to be added (page 56)

d. Number of years in business

e. Description of all subsidiaries and affiliates

Seastreak is a sister company of Moran Towing Co., The Interlake Steamship Company, and Mormac Marine Group, Inc. Moran is the largest tug/barge operator on the East and Gulf Coasts. The Interlake Steamship Company owns and operates 9 self-unloading bulk vessels on the Great Lakes.

18. Operating Experience

a. List of ferries services operated currently (or within last 5 years).

Seastreak and its predecessors have operated ferry service between Monmouth County, NJ and Manhattan for more than 25 years. Seastreak's current ownership has been in place for over seven years.

b. Detailed Description

- Seastreak operated the Rockaways/BAT/Manhattan Pier 11 service between November 12, 2012 and October 31, 2014. During this period, Seastreak carried over 500,000 people on this route, maintaining a 10 roundtrip/weekday schedule. Seastreak was able to keep costs at a low level, thus keeping the subsidy amount at a minimum. During the last 18 months of the service, Seastreak gave back to NYEDC via credit, \$1.50/passenger trip, which amounted to an over \$320,000/year giveback.
- On April 14, 2014, Seastreak started a direct service between Atlantic Highlands and Jersey City/Hoboken under a contract with NJDOT. In October, 2014, Seastreak submitted a proposal in response to a NJDOT RFP, and as of January 1, 2015, Seastreak was awarded a new two year contract for the Atlantic Highlands/Jersey City/Hoboken route.

As Seastreak operated the Rockaway/BAT/Manhattan service for 35 months, we feel that we are uniquely qualified to deliver a low-cost high-quality service on this route.

19. <u>Service Proposal</u>

Operations Plan

The operation plan for the proposed ferry service from Rockaway/BAT to Pier 11 includes the use of two high speed catamarans. Depending upon the passenger volume and demand throughout the year, two (2) 149 passenger vessels (or the like) or a combination of one (1) 149 passenger (or the like) and one (1) Passenger vessel with a capacity greater than 149 passengers may be utilized.

The vessel operating schedule will consist of sixteen (16) round-trips/day from Rockaway/BAT to Pier 11, and sixteen (16) round-trips/weekend day from Rockaway/BAT to Pier 11. A shuttle bus service will pick-up the passengers from the designated routes and stops to meet all departures and arrivals. There will be at least two shuttle busses performing these pick-ups and we will be able to add additional capacity if necessary. All shuttle permits and landing rights would be acquired and maintained by Seastreak.

Vessel Maintenance

Seastreak's engineering team consists of shore-side and onboard personnel. Our shore-side staff is capable of performing all vessel repairs including but not limited to engine rebuilding, electrical, plumbing, welding, HVAC, and general shore side construction. Seastreak onboard vessel engineers perform all daily maintenance under the direction of our fleet Technical Manager. [Director of Vessel Engineering]

Seastreak utilizes a computerized preventative maintenance system for tracking scheduled preventative maintenance, repairs, failures, and deficiencies.

Seastreak vessels are regulated by the U.S. Coast Guard ("USCG"), and each vessel is subject to an annual topside inspection along with bi-annual hull/internal structural inspections which require dry-docking.

Maintenance Costs

Maintenance costs are based on our actual experience running this service between November, 2012 and October, 2014. Our maintenance costs have been calculated with consideration to both monthly maintenance and running interruptions.

Fuel and Lube

Fuel costs are calculated using our knowledge of existing operations between N.Y., Atlantic Highlands, N.J. and Highlands, N.J.

Safety & Environmental Policy

Seastreak has developed and implemented a safety management system in accordance with the requirements of the International Safety Management (ISM) Code.

This system provides specific controls with respect to the safety of personnel, vessels, passengers and pollution prevention. Seastreak refers to this system as the Ferry Safety Management System (FSMS) or simply the SMS.

Seastreak has established a Safety & Environmental Policy as the foundational document of this FSMS. The requirements set forth in subsequent sections of this FSMS manual all support Seastreak's safety management objectives:

- To establish safe practices and safe working environments onboard each Vessel.
- To establish safeguards against all identified risks on an on-going basis; and to continually improve the skills of all personnel in safety and environmental protection.

As stated within the policy, the FSMS has been developed to ensure compliance with all mandatory rules and regulations as well as applicable guidelines and standards recommended by groups such as the United States Coast Guard (USCG) and the Passenger Vessel Association (PVA).

All Seastreak personnel tasked with the implementation of the FSMS are familiar with this policy and understand how its objectives relate to their routine duties and responsibilities.

Ferry Landing Approvals

Seastreak currently maintains landing agreements with the following agencies for existing services with the NYDOT and NYCEDC at the following locations:

Pier 11 (Wall Street) East 35th Street (East River)

All Seastreak vessels have a current security plan to meet the requirements of the Maritime Transportation Safety Act 2002 and U.S.C.G. 33 CFR 1

Fare Structure

We will continue to offer ticket sales onboard each vessel for cash or credit, and in the future we are planning to install kiosks for self-service ticket sales.

Please refer to Appendix XI for detailed fare structure.

Multi Fare Package description

At this point, we predicated the attached pro forma to be based on a \$2.75/one-way ticket. We will make available a weekly pass for \$25.00 (5 round-trip tickets) or a monthly pass for \$105.00 (21 round-trip tickets). If awarded this contract, Seastreak contemplates a reduced fare for children, disabled and elderly, in the amount of \$2.25/one-way ticket.

Alternative Ferry Concepts Plan

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We feel that the frequency required in this RFP, 17 round-trips/weekday, may exceed the demand, this the boats will move very few people at mid-day, thus increasing the operating costs, which in turn will increase the amount of subsidy needed.

The weekend frequency of 15 round-trips/weekend day is, we believe, also excessive, and providing six round-trips/weekend day (three in AM and three in PM) will be able to meet the demand.

Seastreak suggests as an alternative ferry concept plan to start where we left off in October, 2014, at 10 round-trips/weekday, and six round-trips/weekend day. If the demand will be there, then the frequency can be increased. If enacted, this alternative ferry concept will generate savings from day one, and grow instead of having to decrease the service down the road due to weak demand mid-day (weekday and weekend).

20. Staffing, Wages and Schedules

a. Staffing schedule including wage and fringe benefit rates

Our vessels will be staffed as required by the U.S. Coast Guard, and the present wages will be in force for the duration of the contract. The medical, retirement and all other benefits will not change.

21. Cost of Operations Projection (Expenses)

Please see attached financial pro forma.

22. Respondent's Compensation

a. Amount of Respondent's Base Compensation

See pro forma.

b. Participation Payment

With a narrative. (Herbert to provide).

23. <u>Doing Business Data Form</u>

The City of New York		To be completed prior to	Hetelbook en
Mayor's Office of Contract Services Doing Business Accountability Project	Agency:	To be completed prior to o Transaction ID:	Istribution
•	Check One:	Transaction Type (check one):	
Doing Business	Proposal	Concession Contract	Economic Development
Data Form	☐ Award	Franchise Grant	Agreement
	Awaru	Franchise Grant	Pension Investment Contract
Any entity receiving, applying for or pro Form (see Q&A sheet for more inform answers by hand in black link, and be a complete and accurate form is requirective an award or enter into an ag	ation). Please e sure to fill out th Ired for a prop	other type responses directly in e certification box on the last no	to this fillable form or print
This Data Form requires information to name, employer and title of each person people who do business with the City of to the public. This Data Form is not a	on identified on to of New York: no	the Data Form will be included other information reported on t	n a public database of
Please return the completed Data For Business Accountability Project at <u>Doir</u> regarding this Data Form. Thank you t	naBusiness@cit	vhall nyc gov or 212-788-8104	e contact the Doing with any questions
Section 1: Entity Information			
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and indicate the name of the person			
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Provide your e-mail ex			rm by e-mail or fax.

Doing Business Data Form	EIN/TIN:	26 -	204012	3	Page 2 of
Section 2: Principal Officers	5				
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Chief Executive Officer (CE	O) or equivalen	t officer		☐ This	ceition does not exist
The highest ranking officer or ma Chairperson of the Board.					
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THIS DOCUMENT IS FOIA EXEMPT AS IT CONTAINS ONE OR MORE OF THE FOLLOWING: TRADE SECRETS, PRIVILEGED OR CONFIDENTIAL COMMERCIAL PROPRIETARY INFORMATION, AND/OR CONFIDENTIAL PERSONAL INFORMATION.

For information or assistance, call the Doing Business Accountability Project at 212-788-8104

85

24. Pro Forma Statements and Charges to NYCED

Seastreak prepared its Pro Forma Statements to project anticipated financial costs, expenses, profit, etc. in order to prepare and submit this Proposal. However, the information in the Pro Forma is estimated, and except for contrary provisions contained in any binding Charter Party Agreement between Seastreak and NYCEDC, neither increases nor decreases in the actual costs, expenses, profits, etc. will serve to vary the Charter Hire or any other amounts payable by NYCEDC, should the contract be awarded to Seastreak. Seastreak offers the following Pro Forma which is supported by data set forth in the attached Five Year Financial Proforma:

- Passenger fares for Year 1 through five will be \$2.75 per passenger for a One Way trip. Seastreak will provide NYCEDC with \$2.25 of each fare collected as a Participation Payment in the form of a credit against Charter Hire, and Seastreak would retain the balance of all fares collected.
- 2. Seastreak would not charge for parking.
- 3. Seastreak would provide up to two of the following vessels, at the following charter hire rates
 - a. Vineyard Class (149 Passenger Catamaran) and the like -
 - b. Seastreak Class (150-505 Passenger Catamaran) and the like -
- 4. Those vessels would be used to provide service, but at and Seastreak's sole discretion it could substitute a chartered vessel or vessels for one or more its vessels. However, such chartered vessels would be the responsibility of Seastreak, and NYCEDC would incur no additional liability, obligations or expenses as a result of the substitution. Seastreak would confer with NYCEDC about the size and availability of vessels to provide the service and would use commercially reasonable efforts to utilize the vessel or vessels with adequate capacity to satisfy the demands of the service and to provide sufficient capacity to meet passenger demand, subject to vessel availability.
- 5. Daily Charter Hire set forth above would increase by 2% year over year.
- 6. The Charter Hire Rates for each class of vessel are subject to increase on or dating back to the first day of each quarter (July 1, October 1, January 1, and April 1) in the event that the three month average, for the quarter having just ended, of the monthly prices for Ultra Low Sulfur No. 2 Diesel Fuel in New York Harbor shown in the Spot Prices table on the U.S. Energy Information Administration's web site ("Three Month Average") is ten percent (10%) or more higher than \$3.033 ("Base Average")

 1 11% x 30% = 3.3%

² \$25,000x 103.3% = \$25,825

THIS DOCUMENT IS FOIA EXEMPT AS IT CONTAINS ONE OF MORE OF THE FOLLOWING: TRADE SECRETS, PRIVILEGED OR CONFIDENTIAL COMMERCIAL PROPRIETARY INFORMATION, AND/OR CONFIDENTIAL PERSONAL INFORMATION.

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25. Ferry Service Requirements

Operations

The operation plan for the proposed ferry service from Rockaway/BAT to Pier 11 includes the use of two high speed catamarans. Depending upon the passenger volume and demand throughout the year, two (2) 149 passenger vessels (or the like) or a combination of one (1) 149 passenger (or the like) and one (1) 505 passenger vessels (or the like) may be utilized.

The primary service proposed by Seastreak is for weekday peak rush-hour commuter service between Rockaway/BAT and Pier 11 (Wall Street). Based on a service speed of 27-32 knots, the trip is anticipated to take 40 minutes.

The vessel operating schedule will consist of (16) trips/day between Pier 11 and Rockaway, seven days/week

Vessel Maintenance

Seastreak's engineering team consists of shore side and onboard personnel. Our shore side staff is capable of performing all vessel repairs including but not limited to engine rebuilding, electrical, plumbing, welding, HVAC, and general shore side construction. Seastreak onboard vessel engineers perform all daily maintenance under the direction of our fleet Technical Manager. [Director of Vessel Engineering]

Seastreak utilizes a computerized preventative maintenance system for tracking scheduled preventative maintenance, repairs, failures, and deficiencies.

Seastreak vessels are regulated by the U.S. Coast Guard ("USCG"), and each vessel is subject to an annual topside inspection along with bi-annual hull/internal structural inspections which require dry-docking.

Maintenance Costs

Maintenance costs are based on our experience running fast ferries between NY and NJ, and New Bedford, MA to Martha's Vineyard, MA. Our maintenance costs have been calculated with consideration to both monthly maintenance and running interruptions.

Fuel and Lube

Fuel costs are calculated using our knowledge of existing operations between N.Y., Atlantic Highlands, N.J. and Highlands, N.J.

Safety & Environmental Policy

Seastreak has developed and implemented a safety management system in accordance with the requirements of the International Safety Management (ISM) Code.

This system provides specific controls with respect to the safety of personnel, vessels, passengers and pollution prevention. Seastreak refers to this system as the Ferry Safety Management System (FSMS) or simply the SMS.

Seastreak has established a Safety & Environmental Policy as the foundational document of this FSMS. The requirements set forth in subsequent sections of this FSMS manual all support Seastreak's safety management objectives:

- To establish safe practices and safe working environments onboard each Vessel.
- To establish safeguards against all identified risks on an on-going basis; and to continually improve the skills of all personnel in safety and environmental protection.

As stated within the policy, the FSMS has been developed to ensure compliance with all mandatory rules and regulations as well as applicable guidelines and standards recommended by groups such as the United States Coast Guard (USCG) and the Passenger Vessel Association (PVA).

All Seastreak personnel tasked with the implementation of the FSMS are familiar with this policy and understand how its objectives relate to their routine duties and responsibilities.

Contingency Plan

In conjunction with the Ferry Safety Management System, all Seastreak ferries operate according to a USCG approved vessel operations manual. This operations manual includes vessel policies and procedures to operate in adverse weather conditions including fog, night time navigation, heavy weather, and high traffic areas.

In addition, all Seastreak vessels operate with a USCG Near Coastal Certificate of Inspection which allows the vessels to continue to operate in the event the USCG COTP issues a closure due to inclement weather.

Pending an adverse weather forecast, Seastreak may substitute a 505 passenger vessel (or the like) for a 149 passenger vessel to continue to operate in a safe manner.

Ferry Landing Approvals

Seastreak currently maintains landing agreements with the following agencies for existing services with the NYDOT, NYCEDC and Billy Bey Ferry at the following locations:

Pier 11 (Wall Street)
East 35th Street (East River)
BAT (59th Street, Billy Bey Ferry)
Rockaway Ferry Landing (108th St.)

All Seastreak vessels have a current security plan to meet the requirements of the Maritime Transportation Safety Act 2002 and U.S.C.G. 33 CFR 1

Fare Structure

We will continue to offer ticket sales onboard each vessel for cash or credit, and in the future we are planning to install kiosks for self-service ticket sales.

Please refer to Appendix XI for detailed fare structure.

26. Security, Garbage Removal, Snow Removal

Security

Seastreak will continue to utilize the current security company at the Rockaway Ferry Landing. A guard will be on duty during the hours of operation to ensure all facility security procedures and requirements are satisfied.

Garbage Removal

Waste receptacles will be placed at the landing site and in the parking lot. All trash will be removed by the vessel's crew on a daily basis and disposed of via vessel in New Jersey. Hazardous waste will not be accepted.

Snow Removal

Seastreak maintains a fleet of snow removal equipment including plow truck, heavy machinery, snow throwers, and commercial salting equipment. In the event of forecasted snow, Seastreak will mobilize staff and equipment to clear the facility.

27. Shuttle Service Requirements for Rockaway Service

Seastreak proposes to operate (2) passenger shuttle busses with the stops outlined in the RFP.

Bus Operating Company

Corporate Express, Inc (W/BE owned) 2229 West St. Brooklyn N.Y. 11223 Tel: (718)376-3800

Bus Type

F550 Ford and E450 Ford. The busses feature storage to be used for bags, bicycles, surfboards and strollers. The bus also features a climate controlled cabins and are ADA compliant. Larger busses will be made available if needed at no additional cost.

Current Applicable Shuttle Service Inspections

Please see Appendix 11.

Schedule

The Bus will operate Monday thru Sunday during the hours of the ferry service. There will be 14 stops serviced, as per the RFP.

Policy

All passengers, ferry customers and otherwise, will be permitted to board and disembark at the assigned designated locations.

Contingency Plan

In the event of inclement weather, Seastreak will modify its bus schedule to allow for extra time resulting from expected delays. We will broadcast a service alert to notify customers as conditions warrant.

28. Customer Service/Communications Plan

Seastreak, as a leader in high speed passenger ferry transportation, maintains a staff of highly trained customer service agents. These agents are positioned at one of Seastreak's five customer service centers to assist customers throughout the day.

In the event of a planned or unexpected disruption to services or facilities, Seastreak will promptly notify customers via a service alert. The service alert will include information pertaining to the disruption or changes to the schedule and alternate means of transportation if available. This service alert will be posted on Seastreak's website, and passengers enrolled in our travel alert system will also receive the alert via an email and a text message. Shore-side personnel will also be notified of any change or disruption in service, and will be readily available to assist all passengers via telephone.

Additionally, Seastreak maintains a customer service email contact box, at contact@____, where passengers have the option of providing feedback on their overall experience with Seastreak.

29. HIRE NYC

Seastreak is an equal opportunity employer, and we will work with NYCEDC to offer any available positions to New York City residents.

30. Signed Documents and Submissions



Robert W. Walsh Commissioner

211183

April 19, 2012

Mr. Herbert Birman, Controller Seastreak, LLC 2 First Avenue Atlantic Heights, NJ 07716

RE:

Department of Transportation Contract; Pin No. 84112MNPS620; Ferry Engine Propulsion System Upgrade for Seastreak Ferry M/V Wall Street; Contract Value: \$2,000,000; Certificate of Compliance.

Dear Mr. Birman:

The Department of Business Services/Division of Labor Services (DLS) has reviewed the Employment Report (ER) and supportive materials submitted by Seastreak, LLC, for its facility located at 2 First Avenue, Atlantic Heights, NJ, in connection with the contract referenced above.

DLS has concluded that Seastreak, LLC meets the equal employment opportunity requirements of the City of New York, as stated in Executive Order No. 50 (1980) as amended (E.O. 50), its implementing Rules (Rules), and Chapter 56 of the City Charter (Chapter 56). Consequently, DLS has notified the Department of Transportation of this determination.

Contingent upon Seastreak, LLC's ongoing compliance with E.O. 50 and Chapter 56, this approval shall be effective for the (3) year period commencing on December 15, 2011 and terminating on December 14, 2014 and shall be limited to Seastreak, LLC's facility indicated above. In the event that you become a proposed contractor for another City contract which commences within this approval period and which will be performed at this facility, you may attach a copy of this letter to the ER, and complete only Part 1.

110 William Street · New York, NY 10038 tel 212.513.6300 fax 212.618.8879 www.nyc.gov/sbs

PAGETWO April 19, 2012

It is important that Seastreak, LLC, as a New York City contractor, provide equal employment opportunity for all employees and applicants for employment.

Please direct all correspondence to Lisa Middleton, Project Manager. Should you have any questions regarding this letter, you may call Ms. Middleton at [212] 618-8823 or email her at lmiddleton@sbs.nyc.gov.

Very truly yours,

Helen Wilson
Executive Director

Division of Labor Services

cc: Lisa Middleton

Carlos Bannister

FILE

From: Regina McCrory
Seath Nonday, June 16, 2014 4:05 PM
To: Angelo Santos; Tama Sandze; Adam Zaranko
Cc: Maryann Catalano; Tamat Sandze; Adam Zaranko
Cc: Maryann Catalano; David Lowenthal; Nick Mendoza; Lyndell Wright; Marchel Zinger; Kenya Lalanne-Jabon
Sabjeer; RE: NYCEDC VENDEX Compliance is Satisfied
Importance: High

RE: NYCEDC VENDEX Compliance is Satisfied

Effective today, NYCEDC VENDEX compliance is satisfied for the below Companies:

1. Seastreak, LLC

#54150001

Please access EDCis Project Central for additional information and VENDEX expiration dates.

Thank you, Regina

REGINA MCCRORY | ASSISTANT VICE PRESIDENT, Contracts/VENDEX Compliance

New York City Economic Development Corporation, 110 William Street, 4th Floor, New York, NY 10038 • www.nysedc.com mocrany@nysedc.com • w. 212.312.3564 • 1, 212.312.3918

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INSTRUCTIONS FOR COMPLETING NYCEDC INTERNAL BACKGROUND INVESTIGATION QUESTIONNAIRE

- 1. Please submit, with this Questionnaire, the organizational documents for the submitting business entity.
- For purposes of completing this Questionnaire, the following defined terms shall have the meanings given to them below (unless provided otherwise with respect to specific questions in the Questionnaire):
- "Affiliate" A Person is "affiliated with" or an "affiliate" of another Person if the Person controls, is controlled by or is under common control with that other Person.
- "Applicant" The submitting business entity.

"Control" – A Person controls another Person if the Person (i) owns ten percent (10%) or more of the voting interest or has a ten percent (10%) or greater ownership interest in that other Person or (ii) directs or has the right to direct the management or operations of that other Person or (iii) is a member of that other Person Sociated of Directors'.

"Executive Officer" – Any individual who serves as chief executive officer, chief financial officer, or chief operating officer of the Applicant, by whatever titles known, and all other executive officers of Applicant.

"Family Member" — With respect to a particular Person, includes spouse, children, grandchildren, parents, parents-in-law, brothers, sisters, brothers-in-law, sisters-in-law, and all family members living in the same household as such Person (except if such individuals are minors).

"Person" -- Any Individual, corporation, partnership, joint venture, sole proprietorship, limited liability company, trust or other entity.

"Principal" - each of the following Persons is a Principal of the Applicant and must be identified in Section 8, Part I on page 2 of the Questionnaire.

- Executive Officers
- Persons that "Control" the Applicant
- For Limited Liability Companies, <u>ALL</u> members
- For Partnerships, <u>ALL</u> general portners and <u>ALL</u> partners performing on the contract or able to bind the Partnership

*For a not-for-profit corporation, <u>QNLY</u> the Chairperson of the Board of Directors and any director who is also an employee of Applicant needs to be considered for purposes of determining "Control" under this clause (III).

04-04

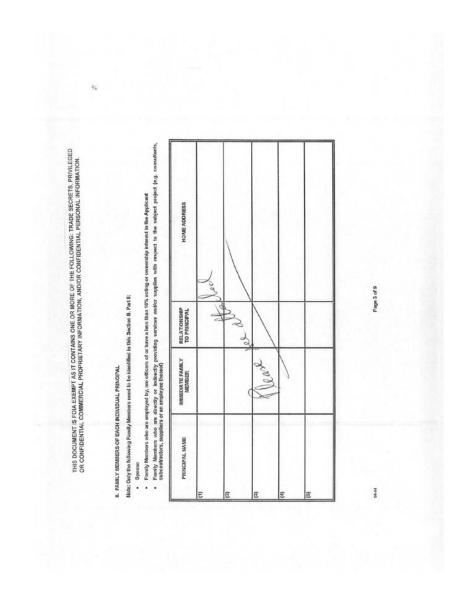
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Home Address THIS DOCUMENT IS FOLA EXEMPT AS IT CONTAINS ONE OR MORE OF THE FOLLOWING: TRADE SECRETS, PRIVILEGED OR CONFIDENTIAL COMMERCIAL PROPRIETARY INFORMATION, AND/OR CONFIDENTIAL PERSONAL INFORMATION. Immediate Family Member Relationship to Principal Principal Name

Seastreak, LLC
EIN#
Attached to page 3 of 9 of the Internal Background Investigation Questionnaire

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OR CONFIDENTIAL COMMERCIAL PROPRIETARY INFORMATION, ANSURING CONFIDENTIAL PERSONAL INFORMATION.

NO YES

1. Does the Applicant or any Principal have any Affiliated? If yes, please Mentify the Affiliates, with SSMETH and respective addressively, the subject of the affiliation, on the following page.

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1. Identify Project Project

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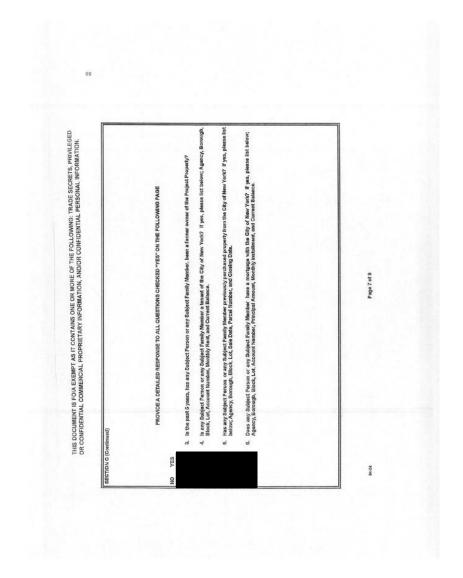
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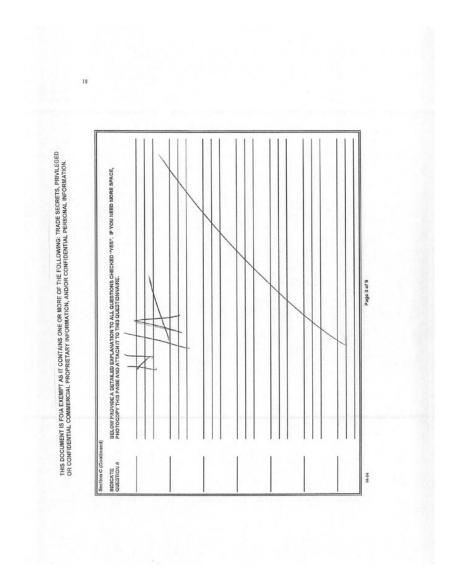
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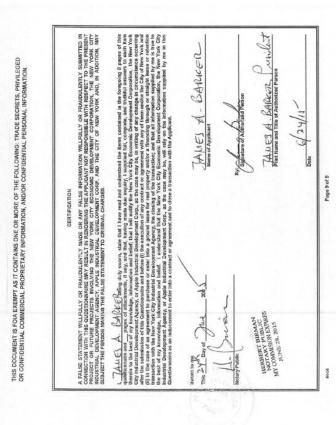
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Page 6 of 9

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JACK BEVINS VP, OPERATIONS (732) 872-2600 EXT 1986

March 20, 2014

New York City Economic Development Corporation 110 William Street, 6th Floor New York, NY 10038 Attn: Maryann Catalano, Agency Chief Contracting Officer

Dear Ms. Catalano:

This letter hereby certifies the SeaStreak, LLC has read this RFP and the Appendices fully and agrees to the terms and conditions set forth in this RFP and Appendices.

Sincerely,

SeaStreak, LLC

Page **63** of 173

31. Appendix 1: Proof of Eligibility



Ferry Division
Private Ferry Operator License



Private Ferry Operator License

AND DESCRIPTION OF THE PARTY OF	LICENSE NUMBER: L15-4
TABLE OF CONTENTS	
1. PERMITTED ROUTES AND LANDING SITES	5
2. PERMITTED VESSELS	6
3. FEES	9
4. DEPOSIT	10
5. NATURE OF SERVICE	11
6. OPERATION AND ASSIGNMENTS	11
7. NOTICES	12
8. POINTS OF EMBARKATION AND DEBARKATION	12
9. ABANDONMENT OR FAILURE TO USE FERRY LANDING SLO	OTS 12
10. SCHEDULE OF OPERATION	12
11. FERRY VESSELS	13
12. RESPONSIBILITIES FOR LANDING SITES	13
12.1 Sunken or Disabled Vessel	13
12.2 No Solicitation	14
12.3 Queuing and No Obstructions	14
12.4 No Waste Material	14
12.5 Repairs and Fueling at Landing Site(s)	14
12.6 Cooperation	15
12.7 Advertising	15
12.8 Sufficient Personnel	15
12.9 As Is	15
12.10 Accidents SeaStreak Private Ferry Operator License 2015 - 2016 2 of 54	16



Private Ferry Operator License

		CENSE NUMBER: L15-4
12.	11 Damage to Landing Site(s) or Approaches to Landing	Site(s) 16
12.	12 Closing of Gates and Gangways/Ramps	16
12.	13 Landing Site Improvements and Maintenance	16
12.	14 Vehicular Pick Up/Drop Off	18
12.	15 Ticketing	18
12.	16 Layover	18
12.	17 Security	19
12.	18 Test Runs	19
12.	19 Abatement	19
13.	ACCESS	20
14.	SURVEY	20
15.	RIDERSHIP DATA	20
16.	REQUIREMENTS OF LAW	20
17.	INSURANCE	20
18.	INDEMNIFICATION	27
19.	INVESTIGATION CLAUSE	29
20.	NOISE CONTROL	31
21.	MODIFICATION	32
22.	UNCONDITIONAL RIGHT OF REVOCATION	32
23.	BOOKS AND RECORDS	33
24.	NO CITY EMPLOYEE HAS INTEREST	33
25.	NO DISCRIMINATION	33
26.	NATIONAL TRANSIT DATABASE	33
	CHOICE OF LAW, JURISDICTION AND VENUE adStreak Private Ferry Operator License 2015 - 2016 of 54	34

Page **66** of 173



Private Ferry Operator License

		LICENSE NUMBER: L15-4
28.	NO CLAIM AGAINST OFFICERS, AGENTS OR EMPLOYEE	S 35
29.	ARTICLE 78 PROCEEDINGS 35	
30.	SURVIVAL	35
31.	FARE STRUCTURE	35
32.	LIENS	35
EXH	IBIT A - NYCDOT FERRY LANDING FEES	40
EXH	IBIT B – LICENSEE SCHEDULE OF OPERATIONS	42
EXH	IBIT C – SERVICE CHANGE REQUEST FORM (F-PF01)	52
EXH	IBIT D – FERRY LANDING DIAGRAMS	53



Private Ferry Operator License

LICENSE NUMBER: L15-4

The City of New York acting by and through its Commissioner of the New York City Department of Transportation (hereinafter "Commissioner" or "Licensor") pursuant to Chapter 71 and Section 2903c of the New York City Charter, hereby issues this nonexclusive License to:

SeaStreak LLC (hereinafter "Licensee") located at: 2 First Avenue, Atlantic Highlands, NJ 07716, to operate a private passenger ferry service on the routes indicated by Section 1 serviced by the vessels indicated by Section 2.

Subject to provisions of this License, Licensor does hereby issue this License effective

April 1, 2015 ("Start Date"), and it shall continue, unless revoked by Licensor,

until March 31, 2016 ("End Date"), collectively referred to as the "term".

Further, Licensor does hereby issue this License as indicated below subject to related provisions and exceptions as noted:

	ferry service on owned landing: Limited License responsibilities passengers at C	specific routes ar sites and landing s subject to all s and obligations	provisions herein are and to embark and lot times indicated stated provisions I pertaining to e g sites as stated with whibit D.	disembark within this Li nerein with mbarking	passengers icense. the excep and disem	at City- otion of abarking
1. P	ermitted Routes ar	nd Landina Sites				
Nº	Landing Site From	•	Landing Site To	Start Date	End Date	≤ 99 Pass.
(1.)	Highlands	Pier 11	East 34th Street	04/01/115	03/31/16	
(2.)	Highlands		Yankee Stadium	04/11/15	09/27/15	
(3.)	Highlands		Citi-Field	05/16/15	10/04/15	
(4.)	East 34th Street	Pier11	Sandy Hook	05/22/15	09/27/15	
(5.)	Highlands	East 34th Street	Martha's Vineyard	05/22/15	09/07/15	



Private Ferry Operator License

100	THE PARTY OF THE	THE T			LIC	ENSE NUMB	ER: L15-
Ν°	Landing Site From	Intermediate Landing Sites	Landing Site	То	Start Date	End Date	≤ 99 Pass.
(6.)	Highlands	Pier 11	West Point		09/19/15	11/21/15	
(7.)	Highlands	Pier 11	Bear Mounta	in	09/26/15	10/31/15	
(8.)	Highlands	Pier 11	Cold Spring		09/26/15	11/14/15	
(9.)	Pier 11	Ticket Booth			05/22/15	09/27/15	
(10.)	East 34th Street	Ticket Booth			05/22/15	09/27/15	
2. r	Ferry Vessel Name	•	Passenger Capacity	Loadir Config	ng guration	Assigned to	Route
2. P	ermitted Vessels		Passenger	Logdir	ng.		
(1.)	Martha's Vineyard	l Express	150	⊠ Bov ⊠ Sid		All	
(2.)	Ocean State		149	⊠ Bov		All	
(3.)	SeaStreak Highlan	ds	499	⊠ Bov		All	
(4.)	SeaStreak New Je	rsey	399	⊠ Bov		All	
(5.)	SeaStreak New Yo	rk	499	⊠ Bov		All	
(6.)	SeaStreak Wall Str	eet	499	⊠ Bov ⊠ Sid		All	
(7.)	Whaling City Expre	ess	149	⊠ Bov		All	



Private Ferry Operator License

	STANDARDS OF THE REAL		LI	CENSE NUMBER: L15-4
Ν°	Ferry Vessel Name	Passenger Capacity	Loading Configuration	Assigned to Route
(8.)			☐ Bow ☐ Side	
(9.)			☐ Bow ☐ Side	
(10.)			☐ Bow ☐ Side	
(11.)			☐ Bow ☐ Side	
(12.)			☐ Bow ☐ Side	
(13.)			☐ Bow ☐ Side	
(14.)			☐ Bow ☐ Side	
(15.)			☐ Bow ☐ Side	
(16.)			☐ Bow ☐ Side	
(17.)			☐ Bow ☐ Side	
(18.)			☐ Bow ☐ Side	
(19.)			☐ Bow ☐ Side	
(20.)			☐ Bow ☐ Side	



Private Ferry Operator License

	The second second second		LI-	CENSE NUMBER: L15-4
Nο	Ferry Vessel Name	Passenger Capacity	Loading Configuration	Assigned to Route
(21.)			☐ Bow ☐ Side	
(22.)			☐ Bow ☐ Side	
(23.)			☐ Bow ☐ Side	
(24.)			☐ Bow ☐ Side	
(25.)			☐ Bow ☐ Side	
(26.)			☐ Bow ☐ Side	
(27.)			☐ Bow ☐ Side	
(28.)			☐ Bow ☐ Side	
(29.)			☐ Bow ☐ Side	
(30.)			☐ Bow ☐ Side	
(31.)			☐ Bow ☐ Side	
(32.)			☐ Bow ☐ Side	
(33.)			☐ Bow ☐ Side	



Private Ferry Operator License

LICENSE NUMBER: L15-4

3. Fees

A. Licensee shall pay a route fee of fifty dollars and no cents (\$50.00) per month or any fraction thereof per route to Licensor for each route identified within Section 1 of this License.

The total route fee shall be paid in full prior to execution of this License.

The total route fee for this License is:

1	2.	n	_	n	- 4	n	n	
P	Z,	v	J	v	•	U	v	

B. Licensee shall pay a monthly Landing Slot fee for the use of each Landing Slot, as set forth below, subject to adjustments as provided herein, based on the initial schedule annexed hereto as Exhibit B, as may be amended from time to time by Licensor in its sole discretion. All Landing Slot fees are subject to the rate table annexed as Exhibit A, as may be amended by the Licensor from time to time in its sole discretion. The Licensor reserves the right to change the Landing Slot fees and the schedule of Landing Slot(s) at any time.

During the term of this License, Licensee may request changes in the schedule of Landing Slot(s) and/or the Landing Slot fees based thereon, provided however there shall be no revision in the schedule of Landing Slot(s) nor fees based thereon without the prior written consent of the Licensor subject to provisions of Section 21 of this License.

- i. All Landing Slot fees shall be payable in advance to Apple Industrial Development Corp., 110 William Street, 6th Floor, New York, New York 10038 or as may be directed by Licensor from time to time.
- ii. If Licensee fails to pay any monthly landing slot charge as required by this Section in full by the tenth day (10th) of any monthly period, Licensor, at its sole discretion, may impose a late payment charge for that monthly period equal to two percent (2%) of the charge Licensee is required to pay, but not less than a minimum charge of ten dollars (\$10.00) ("Late Payment Charge"). Such Late Payment Charge shall be compounded monthly and shall be collectible as an Additional Compensation Charge. Failure to demand a Late Payment Charge shall not waive Licensor's right to collect it at a later date.

SeaStreak Private Ferry Operator License 2015 - 2016

9 of 54



Private Ferry Operator License

LICENSE NUMBER: L15-4

Nο	Route	Landing Slot Fees
(1.)	Highlands – Pier 11 – East 34 th Street	\$11,211.90 monthly \$134,542.80 yearly
(2.)	Highlands – Yankee Stadium	\$277.10 yearly See Exhibit B for monthly breakdown
(3.)	Highlands – Citi-Field	\$0.00
(4.)	East 34th Street - Pier 11 – Sandy Hook	\$5,847.20 yearly See Exhibit B for monthly breakdown
(5.)	Highlands – East 34th Street – Martha's Vineyard	\$248.20 yearly See Exhibit B for monthly breakdown
(6.)	Highlands – Pier 11 – West Point	\$28.00 yearly See Exhibit B for monthly breakdown
(7.)	Highlands — Pier 11 — Bear Mountain	\$61.60 yearly See Exhibit B for monthly breakdown
(8.)	Highlands – Pier 11 – Cold Springs	\$84.00 yearly See Exhibit B for monthly breakdown
(9.)	Pier 11 Ticket Booth	\$6,500 yearly See Exhibit B for monthly breakdown
(10.)	East 34th Street Ticket Booth	\$6,500 yearly See Exhibit B for monthly breakdown
	Total Landing Slot Fees	\$154,088.90

4. Deposit

- A. On or before the execution of the License, Licensee shall deposit the sum of ten thousand dollars and no cents (\$10,000.00) with Apple Industrial Development Corp. (hereinafter "Apple").
- B. Such deposit shall be in the form of a certified check payable to Apple Industrial Development Corp., 110 William Street, 6th Floor, New York, New York 10038.
 - i. The deposit shall be held by Apple without liability for interest thereon.

SeaStreak Private Ferry Operator License 2015 - 2016 10 of $54\,$



Private Ferry Operator License

LICENSE NUMBER: L15-4

- ii. The deposit shall be returned upon termination or revocation of the License provided that Licensor has determined that Licensee has fully and faithfully complied with all of the terms and conditions of the License.
- C. In the event service does not commence subsequent to the Start Date of this License through no fault of the Licensor, the sum of two hundred fifty dollars and no cents (\$250.00) shall be kept by Licensor for administrative expenses in issuing the License and the balance of the deposit returned to Licensee.
- D. Notwithstanding the foregoing, if Licensor does not issue a License to Licensee for operation of the ferry service, the entire deposit shall be returned.
- E. If any charges or sums payable by Licensee to Licensor shall be overdue and unpaid or should Licensor make payments on behalf of Licensee, or should Licensee fail to perform any of the terms of this License, then Licensor may, at its option, and without any prejudice to any other remedy which Licensor may have on account thereof, apply the deposit or as much thereof as may be necessary to compensate Licensor towards the payment of charges or other sums due from Licensee towards any loss, damage or expense sustained by Licensor.

In the event the License has not been revoked or has not expired, and the sum of the deposit is depleted or insufficient to cover any charges or other sums due from Licensee, Licensee shall forthwith, within five (5) days after written demand thereof, restore the deposit to the original sum deposited.

5. Nature of Service

Licensee shall operate the private ferry service solely for the purpose of transporting passengers, and shall provide for the transportation of individuals with disabilities in such a manner as required by any and all applicable laws, rules and regulations. The transport of bicycles is encouraged but at the sole discretion of the Licensee. The ferry service shall not be used to transport motor vehicles or for any other purpose except with the prior written approval of the Licensor.

6. Operation and Assignments

The service shall be owned and operated solely by the Licensee. The Licensee shall not at any time assign, sublicense, transfer, sell the controlling interest, hypothecate or grant control to any person or entity without the prior written consent of the Commissioner.

Licensee shall not enter into an agreement with any entity to operate the vessel(s) named in this License for the purposes set forth in this License without the prior written consent of the Commissioner.

SeaStreak Private Ferry Operator License 2015 - 2016

11 of 54



Private Ferry Operator License

LICENSE NUMBER: L15-4

7. Notices

All notices or orders to be given by Licensor to Licensee shall be served by personal service upon the Licensee, or by certified mail, return receipt requested, or registered mail, return receipt requested, addressed to Licensee at the address indicated on the first page of this License or by posting same in a conspicuous place on its vessel(s). Notices served on Licensee shall be deemed served on the date such notice is mailed to Licensee or personally served or posted as herein provided.

Any notice by Licensee to Licensor shall be served by certified mail, return receipt requested, or registered mail, return receipt requested, addressed as follows:

Deputy Commissioner Ferries

New York City Department of Transportation

1 Ferry Terminal Drive

Staten Island, NY 10301

Notices served on Licensor shall be deemed served on the date mailed as herein provided.

8. Points of Embarkation and Debarkation

Licensee shall land ferry vessels solely to receive and discharge passengers at the Landing Site(s) indicated within Section 1. The ferry vessels shall not receive or discharge passengers at Landing Site(s) other than those listed without receiving prior written approval from the Commissioner. Such approval shall not be unreasonably withheld or delayed.

9. Abandonment or Failure to Use Ferry Landing Slots

- A. If the Licensee shall abandon or fail to use any of its Landing Slots for a period of one {1} week, this License shall cease and terminate and be forfeited with respect to each Landing Slot it abandons or fails to use, unless the Licensee shall have obtained the prior written consent of the Commissioner for such temporary non-use.
- B. If Licensee fails to use a Landing Slot more than forty-nine percent (49%) of the scheduled time within a two (2) week period, Licensee shall forfeit such slot.

10. Schedule of Operation

For Full Licenses, Licensee shall operate the vessels according to the schedule set forth in Section 1 as may be modified as set forth herein and Exhibit B as such exhibit may be modified as set forth herein. For Limited Licenses, Licensee shall operate the vessels



Private Ferry Operator License

LICENSE NUMBER: L15-4

according to the schedule set forth in Section 1 as such Section may be modified as set forth herein.

The Commissioner shall be notified subject to the provisions of Section 21 of this License of all changes in schedule at least ten (10) working days prior to implementation. The Commissioner reserves the right to restrict the days and the hours of operation for health and safety purposes when and if he/she deems it necessary to do so. The Licensee shall be excused from performance of the service described herein during the time and to the extent that they are prevented from performing the service by severe waves or winds, fire at a terminus, flood, act of God, strike, lockout or commandeering of equipment or facilities by the Government or any cause similar to the foregoing. If lapses occur in the regular schedule of service due to one or more of the above mentioned events, the Licensee shall immediately contact the Commissioner to provide details of said lapses. In addition, the Licensee shall use its best efforts to inform waiting passengers of all service disruptions.

11. Ferry Vessels

Licensee shall comply with the following: (1) Each vessel selected for use by Licensee must be certified by the U.S. Coast Guard, (2) Each vessel shall at all times be manned and operated in accordance with a U.S. Coast Guard Certificate of Inspection and all personnel shall carry all certificates and/or documents as required by the U.S. Coast Guard and other regulatory authorities, (3) prior to the operation of any vessel under the authority of this License, Licensee shall submit a copy of the Certificate of Inspection for each vessel utilized to New York City Department of Transportation, 1 Ferry Terminal Drive, Staten Island, NY 10301, Attn: Private Ferries. (4) Each vessel shall be accessible to persons with disabilities to the extent required by the Americans With Disabilities Act of 1990, and other applicable laws, rules and regulations as may be amended and (5) Licensee shall notify Licensor of any changes to the vessels to be used for this service subject to the provisions of Section 21 of this License. All vessels used for the private ferry service shall comply with all ferry vessel requirements stated herein. Failure to comply with these requirements may result in revocation of this License.

12. Responsibilities for Landing Sites

12.1 Sunken or Disabled Vessel

A. In the event the vessel is disabled or is in danger of sinking, or shall in fact sink while located at a Landing Site, the approaches thereto, or while coming into or going from said Landing Site, or while turning, whether such disaster be partial or total, regardless of the cause thereof, Licensee will at its own expense remove



Private Ferry Operator License

LICENSE NUMBER: L15-4

the disabled vessel and leave the Landing Site and approaches thereto by land and by water free of any wreckage.

B. If Licensee fails to remove any such obstruction promptly on demand, Licensor may remove it or cause it to be removed at the sole risk and expense to Licensee.

12.2 No Solicitation

Licensee is expressly forbidden to use public address systems or other mechanical or hand operated voice or power operated megaphones in solicitation of business or for entertainment purposes in the vicinity of the Landing Site, and shall not use or employ persons to solicit business either on the Landing Site, or from aboard the vessel(s) or any area or location in the vicinity of the Landing Site(s).

12.3 Queuing and No Obstructions

Licensee shall not permit queuing except in such places and in such a manner as Licensor, in its discretion, may direct. There shall be no queuing and no barriers or obstructions placed in those areas shown in Exhibit D or otherwise designated by the Licensor.

12.4 No Waste Material

- A. No discharge of any kind, including, but not limited to, garbage, oil, sludge, refuse matter, sewage or waste material of any kind shall be thrown, deposited or permitted to fall into the water or upon the Landing Site(s) or approaches to the site, landing, docks, piers, landing barges, quays, gangways, ramps, platforms, bulkheads, upland area and wharves where Licensee's vessels may operate or be landed, passengers queue or embark or disembark under the terms of this License.
- B. The Landing Site(s) or approaches to the site, landing, docks, piers, landing barges, quays, gangways, ramps, platforms, bulkheads, upland area and wharves where Licensee's vessels may operate or be landed, passengers queue or embark or disembark under the terms of this License shall not be used as a storage place for any ramps, gear or equipment without the prior written consent of the Commissioner.
- C. Vessel toilets shall be U.S. Coast Guard standard and shall not be operated while the vessel is within 500 feet of the Landing Site(s).

12.5 Repairs and Fueling at Landing Site(s)

There shall be no repairing or fueling vessel(s) while at the Landing Site(s).



Private Ferry Operator License

LICENSE NUMBER: L15-4

12.6 Cooperation

- A. Licensee shall cooperate with other operators authorized by Licensor to use the Landing Site(s) and approaches thereto, and shall not unreasonably interfere with operations.
- B. Licensee shall adhere to the time limitation schedule provided in Exhibit B for each of its Landing Slots.
- C. In those instances where Licensor, at its discretion, has provided a person at the Landing Site(s), such person shall have the discretion to order Licensee's vessel(s) to vacate the Landing Site(s) before the end of its Landing Slot or to otherwise direct the use of the Landing Site(s).
- D. Nothing in this License shall obligate Licensor to provide personnel at Landing Site(s) nor shall such presence obligate Licensor, its officers, employees or agents nor any other of the Indemnitees to take any action whatsoever.
- E. Licensee agrees that Licensor, its officers, employees and agents and any other of the Indemnitees shall not be liable for any act or failure to act with respect thereto.

12.7 Advertising

Licensee shall not place any advertisement, notice or sign on any part of the Landing Site(s), pier, bulkhead, buildings or other structures and approaches thereto, unless the Licensee shall have first received the written approval of the Commissioner.

12.8 Sufficient Personnel

Licensee shall have sufficient personnel to immediately and efficiently secure the vessel to the Landing Site(s), to control crowds, to provide for safe embarkation and debarkation, to direct passengers to and from a safe upland area, to ensure that there is no smoking, no drinking, no eating and no littering at or near the Landing Site(s), to properly secure and remove gangways and ramps, to open and close gates, and to lock and unlock gates at or near the Landing Site(s).

12.9 As Is

Licensee fully understands and agrees that Licensor does not warrant the landing, docks, piers, landing barges, quays, gangways, ramps, platforms, bulkheads, buildings or other structures, upland area, and wharves to be safe for landing or tying up of vessels or for accepting and discharging passengers, for queuing or for ingress and egress and assumes no responsibility for such use and Licensee agrees



Private Ferry Operator License

LICENSE NUMBER: L15-4

to hold the Indemnitees harmless against all claims for loss of profits, investment opportunities or other damages.

12.10 Accidents

Licensee shall notify Licensor immediately verbally and in writing within twenty-four (24) hours of any loss, damage or injury to persons or property, or any accident which occurs on or in proximity to the Landing Site(s), or arises out of the operations of the Licensee.

12.11 Damage to Landing Site(s) or Approaches to Landing Site(s)

- A. Licensee shall be responsible for the repair of any damages it causes to the Landing Site(s) or approaches thereto and shall notify Licensor immediately verbally and in writing within twenty-four (24) hours of the occurrence of such damage.
- B. Licensor may repair or cause to be repaired any such damage at the sole cost and expense of Licensee, and Licensee shall pay such costs within thirty (30) days of notice thereof.

12.12 Closing of Gates and Gangways/Ramps

- A. At the conclusion of the assigned Landing Slot interval, Licensee shall be responsible for closing all gates and gangways/ramps restricting public access.
- B. In the event Licensee is scheduled for the final Landing Slot of the day, or as otherwise directed by Licensor, Licensee shall be responsible for closing and securing all gates and gangways/ramps.
- C. Licensee shall also be responsible for unlocking gates and gangways/ramps as directed by the Licensor.

12.13 Landing Site Improvements and Maintenance

- A. Licensee shall not make improvements or modifications to the Landing Site(s) (the "Improvements") without the prior written approval of the Licensor, such approval to be at the sole and absolute discretion of the Licensor in each instance.
 - i. All Improvements so permitted shall be performed at the sole cost and expense of the Licensee and Licensee shall be responsible for the purchase of all equipment, supplies and labor for the complete performance thereof.
 - ii. Licensee agrees that Licensor, in its discretion, may allow other authorized operators to utilize the Improvements at no charge.



Private Ferry Operator License

LICENSE NUMBER: L15-4

- B. Prior to the commencement of any Improvements, Licensee shall submit to Licensor for written approval all of the plans, specifications and any other documentation required by Licensor pertaining to such Improvements, including, without limitation, any Improvements to be performed by Licensee at the Landing Site. Approval of the plans, specifications and any other documentation, shall not be unreasonably withheld.
 - All plans, specifications, and other documentation shall be in such detail as Licensor shall require.
- C. Improvements performed by Licensee or its contractors/subcontractors at the Landing Site shall be done in accordance with all federal, state and city laws, rules, regulations, orders and industry standards and in accordance with the approved plans, specifications, and any other documentation required by Licensor.
 - i. All equipment used and materials installed by Licensee or its contractors/subcontractors, shall be new, free of defects, of the best grade quality and suitable for the purposes intended.
 - In addition, Licensee or its contractors/subcontractors shall obtain all manufacturers warranties and guarantees for all such equipment and materials.
- D. Upon installation, title to all Improvements shall vest in and thereafter belong to the City, at the City's option, which may be exercised by the City at any time.
 - i. To the extent the City chooses not to exercise its option with respect to any of the Improvements, Licensor may require Licensee to remove said Improvements and restore the Landing Site to its original condition at Licensee's sole cost and expense upon expiration or sooner termination of this License, or at any other time (collectively referred to as "Improvements Restoration").
 - ii. If Licensee fails or neglects to do so, then Licensor may remove such improvements and restore the Landing Site at the sole cost and expense of Licensee.
- E. Licensee assumes any and all cleaning, maintaining, operating, preventive, structural, non-structural maintenance and repair responsibilities for the Improvements. (collectively referred to as "Improvements Maintenance").
 - All tasks of the Improvements Maintenance shall, at a minimum, be sufficient to meet all health and sanitation regulations and codes.



Private Ferry Operator License

LICENSE NUMBER: L15-4

- ii. The Improvements Maintenance, shall include, without limitation, the maintenance of the Improvements, in a neat, orderly, sanitary, litter-free and oil-free condition at all times.
- F. Licensee is required to promptly repair any and all damage to the Improvements at its own cost and expense.
- G. Licensor may, within its reasonable discretion, determine the necessity or the adequacy of repairs and maintenance at or to the Landing Site and any Improvements installed thereon by Licensee.
- H. At any time during the term of this License, Licensor may conduct a survey and inspect the conditions of the Improvements.
- I. A copy of the survey and inspection ("Report") shall be delivered to Licensee.
- J. Licensee, promptly, and with due diligence, shall commence and continuously and diligently perform the repairs and maintenance work to the Improvements specified in the Report at its sole cost and expense.
- K. The failure of the Licensor to make the aforementioned Report(s) shall not be deemed a limitation or waiver of Licensee's obligations under this License.

12.14 Vehicular Pick Up/Drop Off

Vehicular pick up and drop off may only occur in those areas approved by the Commissioner at his or her sole discretion.

12.15 Ticketing

- A. Licensor may, within its sole discretion, permit Licensee to position a representative in the Ticket Office at the Landing Site at Pier 11, or at any other City owned Landing Site, solely for the purpose of distributing tickets and schedule information to ferry passengers.
- B. The hours of availability of the Ticket Office, access to ticket windows, and the general conduct of the Ticket Office shall be subject to the direction of the Licensor at its sole discretion.
- C. Licensee shall be charged an additional fee for access to the Ticket Office at Pier 11 based upon the rate table annexed as Exhibit A.

12.16 Layover

A. Licensee shall not tie up or otherwise dock vessels at any slip or other portion of a Landing Site, other than during an approved Landing Slot, without the permission of the Licensor.



Private Ferry Operator License

LICENSE NUMBER: L15-4

- B. The approval and general conduct of any such layover shall be subject to the direction of the Licensor at its sole discretion.
- C. Licensee acknowledges that Licensor intends to give priority in the use of slips to arrivals and departures of vessels in passenger service over the use of these slips for layover, and further acknowledges that the permission to layover at a location may be revoked by Licensor at any time, with or without cause.
- D. Licensee shall be charged an additional fee for layovers based upon the rate table annexed as Exhibit A.

12.17 Security

- A. Licensee shall at all times and in all circumstances be solely responsible for the security and safety of its vessels, passengers, and crew.
- B. The Licensee shall comply with all local, state and federal laws, rules, regulations, requirements and guidance for security planning and practices.
- C. Licensor reserves the right to require Licensee, at Licensee's sole cost and expense, to meet all governmental requirements applicable to Licensor, as well as any additional security procedures and practices at any time.
- D. Such procedures and practices may include, but are not limited to, passenger screening and employee training.
- E. A copy of any required security plan, shall be forwarded to Licensor.
- F. Licensee shall provide Licensor with the names and telephone numbers of at least two (2) security personnel who shall be available twenty-four (24) hours a day.
- G. None of the aforementioned requirements shall relieve the Licensee of its responsibility for taking appropriate steps to insure the security and safety of its vessel(s), passengers, and crew.

12.18 Test Runs

- A. Prior to commencing ferry service, Licensee shall perform to the satisfaction of a representative of the Licensor one or more test runs at the Landing Site(s), including landing and tying up the vessel(s) and using ramps and gangways.
- B. Such test runs shall be scheduled at a time convenient for the Licensor's representative.

12.19 Abatement

A. If Licensee shall be denied access to the Landing Site(s) by the Licensor for a period longer than one (1) week due to any cause beyond the control of SeaStreak Private Ferry Operator License 2015 - 2016



Private Ferry Operator License

LICENSE NUMBER: L15-4

Licensee, and Licensor cannot provide an alternative site which, in the determination of Licensor, is comparable, there shall be a pro rata abatement made in the required ferry landing slot charge set forth in Exhibit A.

B. The amount of such abatement shall be determined by the Licensor.

13. Access

Licensee, at all times during the term of this License, shall permit inspection of all docking areas and inspection of the ferry vessels by Licensor's agents or representatives. To facilitate the inspection of outlying terminals of origin, the Licensee shall allow the Licensor's agents or representatives to ride free of charge.

14. Survey

Licensee will distribute to and collect from passengers a survey form supplied by the Licensor at such times as the Licensor shall require and return said forms to the Licensor.

15. Ridership Data

Licensee will supply daily passenger totals in a format acceptable to the Licensor on a weekly basis, no later than the second (2^{nd}) day of the following week or as otherwise required by Licensor.

16. Requirements of Law

This License shall be subject to any and all applicable provisions of federal, state and local laws, rules and regulations.

17. Insurance

A. Licensee shall procure and maintain throughout the term of this License Marine Protection and Indemnity Insurance, including but not limited to coverage for 1} pollution; 2) injury, illness and death to crew, passengers and all other persons while on board vessels or on the Landing Site(s); 3) wreck liabilities; 4) loss or damage to property whether on land or water and whether fixed or movable; and 5) full running down coverage. Such insurance shall be in an amount not less than twenty five million dollars (\$25,000,000), combined single limit, with the exception of pollution, where coverage will not be less than fifty million dollars (\$50,000,000) per occurrence.

All Marine Protection and Indemnity Insurance shall name each of the City and City Affiliates as defined in Section 17.B directly below. as additional insureds with the broadest type of coverage commercially available under such type of insurance.



Private Ferry Operator License

LICENSE NUMBER: L15-4

- B. The term "City and City Affiliates", as used in this Section 17, shall mean the City of New York, New York City Economic Development Corporation ("EDC"), and EDC's Contractor, Apple Industrial Development Corp. ("Apple"), and their respective members, directors, officers, officials, and employees,.
- C. For the personnel who work for Licensee, Licensee shall obtain and maintain, during the term of this License, whichever of the following types of insurance are required by law (to the full extent required by law): Longshoremen's and Harbor Workers' Compensation Insurance), Jones Act, workers compensation, employer's liability and disability benefits insurance...
- D. Additional insurance required pursuant to this License for a Full License
 - i. For all of Licensee's operations under this agreement including, but not limited to, the obligations set forth in Sections 12.3 (entitled "Queuing and No Obstructions", 12.4 (entitled "No Waste Material"), 12.6 (entitled "Cooperation), 12.8 (entitled "Sufficient Personnel"), 12.11 (entitled "Damage to Landing Site(s) or Approaches to Landing Site(s)"), 12.12 (entitled "Closing of Gates and Gangways/Ramps"), 12.13 (entitled: "Landing Site Improvements and Maintenance"), 12.15 (entitled "Ticketing"), and 12.17 (entitled "Security"), Licensee shall obtain and maintain Commercial General Liability Insurance ("CGL") in the amount of, at least, five million dollars (\$5,000,000) per occurrence for bodily injury (including death), personal injury (including, without limitation, death), and property damage and ten million dollars (\$10,000,000) in the aggregate for the duration of this License. Licensee shall cause each of the City and City Affiliates to be named as additional insureds under such CGL insurance with coverage at least as broad as Insurance Services Office (ISO) Form CG 20 26. The CGL insurance shall include coverage relating to all of Licensee's land operations and its use of the Landing Site(s) (including, without limitation, the dock, pier, bulkhead, and Improvements) in connection with the ferry operations licensed by the City and/or in connection with this License. The CGL insurance shall contain no exclusions or endorsements which are not acceptable to the City and shall be of a form and from an insurance company acceptable to the City.
 - ii. For any Improvements, Improvements Maintenance, Improvements Restoration, or other operations by Licensee or any of its contractors or subcontractors in connection with the Landing Site(s), including, but not limited to, the dock, pier, and bulkhead. Licensee and its contractors and subcontractors shall obtain and maintain Commercial General Liability Insurance ("CGL") in the amount of, at least, five million dollars (\$5,000,000) per occurrence for bodily injury (including death), personal injury



Private Ferry Operator License

LICENSE NUMBER: L15-4

(including, without limitation, death), and property damage and a minimum of ten million dollars (\$10,000,000) in the aggregate for the duration of the Improvements, Improvements Maintenance, Improvements Restoration and other operations. Licensee shall cause each of the City and City Affiliates to be named as additional insureds under this CGL insurance, with coverage at least as broad as Insurance Services Office (ISO) Form CG 20 26. The CGL policy shall contain no exclusions or endorsements which are not acceptable to the City and shall be of a form and from an insurance company acceptable to the City. In addition, the Licensee and its contractors and subcontractors shall obtain and maintain a Builders' Risk policy covering all risks in completed value form. Such policy shall cover the total value of work performed, as well as the value of any equipment, supplies and/or material for work that may be in storage (on or off the Landing Site) or in transit. The Builders' Risk policy shall contain the following endorsements: (i) the City and the Licensee shall be named as loss payee for the work in order of preference, as their interests may appear; (ii) in the event the loss occurs at an occupied facility, the policy shall permit occupancy without the consent of the insurance company; and (iii) in the event that the insurance policy has been issued by a mutual insurance company, the following language shall be included: "The City of New York is not liable for any premium or assessment under this policy of insurance. The First Named Insured is solely liable therefor." The Licensee shall ensure that its contractor(s) and subcontractors name the City and City Affiliates as additional insureds or loss payee, as appropriate under all policies covering the work to be performed by such contractors and subcontractor(s); the City and City Affiliates' coverage as additional insureds shall be as least as broad as that provided to the Licensee.

- iii. For the operation of motor vehicles to and from the Landing Site(s), either during periods of reconstruction or in connection with its ferry operations, Licensee shall be required to obtain a Business Automobile Policy with limits of liability not less than one million dollars (\$1,000,000) combined single limit, with all the City and City Affiliates named as additional insureds.
- E. Licensee shall maintain, or cause to be maintained, Wharfinger's Insurance, or other insurance or coverage for legal liabilities arising out of Licensee's operation and maintenance of the Landing Sites pursuant to the License granted herein naming the City New York and the City and City Affiliates as named insureds up to a limit of one million dollars (\$1,000,000) pursuant to this License.



Private Ferry Operator License

LICENSE NUMBER: L15-4

- F. The Licensor retains the right to require additional insurance as deemed necessary by the Commissioner.
- G. All policies required to be furnished hereunder shall be issued by a responsible company or companies licensed, admitted or eligible to do business in the State of New York (and maintain an A.M. Best Rating of A-7 or better and/or a Standard and Poors Rating of at least AA), and all insurance certificates and policies shall be subject to approval by the Commissioner as to form and sufficiency of coverage.

H. Proof of Insurance

- i. For all types of insurance required in this Section 17 other than the insurance required by Section 17.D(ii), Certificates of Insurance must be submitted and accepted prior to commencement of service under this License. For insurance required by Section 17.D(ii), Certificate(s) of Insurance must be submitted and accepted prior to commencement of the work at issue.
- ii. For the policies of insurance required by Section 17(C), the Licensee shall submit the types of certificates that are appropriate and customary for these types of insurance. However, ACORD forms are not acceptable proof of workers' compensation coverage (where such coverage is required).
- iii. For all types of insurance required under this Section 17 other than those required by Section 17(C), the Licensee shall submit one or more Certificates of Insurance in a form acceptable to the Commissioner. All such Certificates of Insurance shall (a) certify the issuance and effectiveness of such policies of insurance, each with the specified minimum limits; and (b) be accompanied by the provision(s) or endorsement(s) in the policy/ies (including general liability policies) by which the City and City Affiliates have been made additional insureds or loss payees, as required herein. All such Certificates of Insurance shall be accompanied by a duly executed "Certification by Broker" in the form attached as Exhibit E hereto.
- iv. Certificates of Insurance confirming renewals of insurance shall be submitted to the Commissioner prior to the expiration date of coverage of all policies required under this License. Such Certificates of Insurance shall comply with subsections (ii) and (iii) directly above.
- v. Acceptance or approval by the Commissioner of a Certificate of Insurance or any other matter does not waive Licensee's obligation to



Private Ferry Operator License

LICENSE NUMBER: L15-4

ensure that insurance fully consistent with the requirements of this Section 17 is secured and maintained, nor does it waive Licensee's liability for its failure to do so.

- vi. Licensee shall submit, upon request of the Commissioner or the New York City Law Department, complete and correct copies of the insurance policies, including declaration pages and all endorsements thereto, required under this License within sixty (60) days of the commencement of service.
- All policies of insurance required by this Section 17 shall contain the terms and condition of policies and endorsements available for such risks.
- J. All liability policies shall be written on an occurrence basis.
- K. Should other different or additional types of insurance or clauses thereafter become available, Licensee agrees to furnish such new policies on demand of the Commissioner.
- L. Licensee shall execute and deliver any instruments and to do or cause to be done all acts and things that may be requested by Licensor to properly and fully insure the City and City Affiliates against all damage and loss as required in this Section 17 and to effectuate and carry out the intents and purposes of this License.
- M. Within twenty (20) days after receipt of any notice of cancellation, termination or material modification from an insurer, the Licensee shall obtain a new policy providing coverage required herein for the duration of the License term, and furnish two (2) copies to the Commissioner.
- N. Failure to comply with the insurance requirements in this Section 17 shall be a material breach of this License.
- O. All insurance, certificates and policies shall be filed with:
 - a) Deputy Commissioner Ferries
 New York City Department of Transportation
 1 Ferry Terminal Drive
 Staten Island, NY 10301
 - b) Senior Vice President
 Asset Management Division
 Attention: Ferries
 New York City Economic Development Corporation
 110 William Street, 6th Floor

SeaStreak Private Ferry Operator License 2015 - 2016 24 of 54



Private Ferry Operator License

LICENSE NUMBER: L15-4

New York, NY 10038

P. The following terms and conditions shall apply as a condition of this License, and shall be written into the policies of Insurance required in this Section 17:

Unless changed in writing at a later date, notice under the policies provided for above, shall be addressed to:

- a) Deputy Commissioner Ferries
 New York City Department of Transportation
 1 Ferry Terminal Drive
 Staten Island, NY 10301
- b) Senior Vice President
 Asset Management Division
 Attention: Ferries
 New York City Economic Development Corporation
 110 William Street, 6th Floor
 New York, NY 10038
- i. The policies shall not be canceled, terminated or modified unless thirty (30) days written notice is sent by certified mail, to the Licensee, the City, the Licensor and EDC at the addresses listed above.
- ii. The presence of any inspectors, employees or agents of the City of New York, EDC or Apple on the Landing Site pursuant to this License shall not invalidate any policy of insurance.
- iii. Notice of accidents, claims or suits to the insurance company by Licensee or any person shall be deemed notice by the Additional Insureds as well.
- iv. The insurer waives all rights of subrogation against the Additional Insureds and/or loss payees, including their members, directors, officers, officials, agents, employees, consultants, contractors and other representatives.
- v. If and insofar as knowledge of an "occurrence", "claim", or "suit" is relevant to the City of New York, the New York City Economic Development Corporation and Apple Industrial Development Corp. as Additional Insureds under such required policy, such knowledge by an agent, servant, official or employee of the City of New York, the New York City Economic Development Corporation, or Apple Industrial Development Corp. will not be considered knowledge on the part of the City of New York, the New York City Economic Development Corporation or Apple Industrial Development Corp. of the "occurrence", "claim", or "suit" unless notice thereof is received by the

SeaStreak Private Ferry Operator License 2015 - 2016



Private Ferry Operator License

LICENSE NUMBER: L15-4

Insurance Claims Specialist, Affirmative Litigation Division, New York City Law Department and Senior Vice President, Asset Management Division, New York City Economic Development Corporation.

- vi. The issuer of the policy shall immediately notify the Licensee and Licensor of any changes to or lapses in coverage.
- Q. Policies of insurance required under this Section 17 shall be primary and noncontributing to any insurance or self-insurance maintained by any of the City and City Affiliates.
- R. The City and City Affiliates' limits of coverage for all types of insurance required under this Section 17 shall be the greater of (i) the minimum limits set forth in this Section 17 or (ii) the limits provided to the Licensee under all primary, excess and umbrella policies covering operations under this License.
- S. The Licensee may satisfy its insurance obligations under this Section 17 through primary policies or a combination of primary and excess/umbrella policies, so long as all policies provide the scope of coverage required herein.
- T. The Licensee shall be solely responsible for the payment of all premiums for all policies and all deductibles or self-insured retentions to which they are subject, whether or not any of the City and City Affiliates are insured under the policy.
- U. Where notice of loss, damage, occurrence, accident, claim or suit is required under a policy maintained in accordance with this Section 17, the Licensee shall notify in writing all insurance carriers that issued potentially responsive policies of any such event relating to any operations under this License (including notice to Commercial General Liability insurance carriers for events relating to the Licensee's own employees) no later than 20 days after such event. For any policy where any of the City and City Affiliates is an Additional Insured, such notice shall expressly specify that "this notice is being given on behalf of all Additional Insureds as well as the Named Insured." Such notice shall also contain the following information: the number of the insurance policy, the name of the named insured, the date and location of the damage, occurrence, or accident, and the identity of the persons or things injured, damaged or lost. The Licensee shall simultaneously send a copy of such notice to the City of New York c/o Insurance Claims Specialist, Affirmative Litigation Division, New York City Law Department, 100 Church Street, New York, New York 10007.
- V. Insurance coverage in the minimum amounts provided for in this Section 17 shall not relieve the Licensee of any liability under this License, nor shall it preclude the City of New York or any of the other City and City Affiliates from exercising any

SeaStreak Private Ferry Operator License 2015 - 2016 26 of 54



Private Ferry Operator License

LICENSE NUMBER: L15-4

rights or taking such other actions as are available to them under any other provisions of this License or the law.

- W. The Licensee waives all rights against the City and City Affiliates, including their respective officials and employees, for any damages or losses that are covered under any insurance required under this Section 17 (whether or not such insurance is actually procured or claims are paid thereunder) or any other insurance applicable to the operations of the Licensee and/or its employees, agents, or servants of its contractors or subcontractors.
- X. In the event the Licensee requires any entity, by contract or otherwise, to procure insurance with regard to any operations under this License and requires such entity to name the Licensee as an additional insured under such insurance, the Licensee shall ensure that such entity also name the City and City Affiliates as additional insureds with coverage at least as broad as ISO form CG 20 26.
- Y. In the event the Licensee receives notice from an insurance company or other person that any insurance policy required under this Section 17 shall expire or be cancelled or terminated (or has expired or been cancelled or terminated) for any reason, the Licensee shall immediately forward a copy of such notice to the Commissioner. Notwithstanding the foregoing, the Licensee shall ensure that there is no interruption in any of the insurance coverage required under this Section 17.

18. Indemnification and Licensee Responsibility for Safety, Injuries or Damage

- A. To the full extent permitted by law, Licensee shall forever defend, indemnify and hold the City of New York, New York City Economic Development Corporation ("EDC"), and EDC's Contractor, Apple Industrial Development Corp. ("Apple"), and their respective members, directors, officers, officials, agents, employees, consultants, contractors and other representatives (collectively, the "Indemnitees"), harmless against any and all losses, liabilities, claims, suits, actions, fines, damages, penalties, costs, charges, judgments and expenses, including without limitation reasonable attorney's fees, arising from any personal injury, any bodily injury (including, without limitation, death), and/or any damage to, or loss of, property of any nature, arising out of any operations under this License or any inaction by Licensee.
- B. The Indemnitees may arrange for their own defense by the Office of the Corporation Counsel in any action, claim, suit, or other proceeding (for which Licensee shall pay all reasonable attorney's fees and costs), and, having done so, may at any time thereafter, tender their further defense to Licensee. Any action or inaction in this regard shall in no way prejudice any rights to which the

SeaStreak Private Ferry Operator License 2015 - 2016 27 of 54



Private Ferry Operator License

LICENSE NUMBER: L15-4

Indemnitees, or any of them, may be entitled to under this Section 18 or otherwise.

- C. Licensee's duty to defend, indemnify and hold the Indemnitees harmless, as provided herein, shall not be abrogated, diminished or otherwise affected by Licensee's obligation to obtain and maintain insurance pursuant to the provisions of the Section 17, nor by their failure to avail themselves of the benefits of such insurance for whatever reason, including failure to make due and timely demand upon the insurers therefor.
- D. Licensee's obligations under Section 18(A), (B) and(C) shall survive the expiration or termination of this License.
- E. Licensee Responsibility for Safety, Injuries or Damage
 - i. The Licensee shall be solely responsible for the safety and protection of its employees, agents, servants, contractors, and subcontractors, and for the safety and protection of the employees, agents, or servants of its contractors or subcontractors.
 - ii. The Licensee shall be solely responsible for taking all reasonable precautions to protect the persons and property of the City and other Indemnitees or others from damage, loss or injury resulting from any and all operations under this License.
 - iii. The Licensee shall be solely responsible for injuries to any and all persons, including death, and damage to any and all property arising out of or related to the operations under this License, whether or not due to the negligence of the Licensee, including but not limited to injuries or damages resulting from the acts or omissions of any of its employees, agents, servants, contractors, subcontractors, or any other person.
 - iv. Full Licensees shall use Landing Sites in compliance with, and shall not cause or permit Landing Sites to be used in violation of, any and all federal, state or local environmental, health and/or safety-related laws, regulations, standards, decisions of the courts, permits or permit conditions, currently existing or as amended or adapted in the future which are or become applicable to the Licensee or the Landing Site (collectively "Environmental Laws"). Except as may be agreed by the City as part of this License, Licensee shall not cause or permit, or allow any of the Licensee's personnel to cause or permit, any Hazardous Materials to be brought upon, store, used generated, treated or disposed of on the Landing Site. As used herein, "Hazardous Materials" means any chemical,

SeaStreak Private Ferry Operator License 2015 - 2016 28 of 54



Private Ferry Operator License

LICENSE NUMBER: L15-4

substance or material which is now or becomes in the future listed, defined or regulated in any manner by any Environmental Law based upon, directly or indirectly, its properties or effects.

v. Notice of accidents shall be given by the Licensee to the Deputy Commissioner Ferries immediately but in no case to exceed twenty-four (24) hours after such accidents occur.

19. Investigation Clause

- 19.1 The parties to this agreement agree to cooperate fully and faithfully with any investigation, audit or inquiry conducted by a State of New York (State) or City of New York (City) governmental agency or authority that is empowered directly or by designation to compel the attendance of witnesses and to examine witnesses under oath, or conducted by the Inspector General of a governmental agency that is a party in interest to the transaction, submitted bid, submitted proposal, contract, lease, permit, or License that is the subject of the investigation, audit or inquiry.
- 19.2 (a) If any person who has been advised that his or her statement, and any information from such statement, will not be used against him or her in any subsequent criminal proceeding refuses to testify before a grand jury or other governmental agency or authority empowered directly or by designation to compel the attendance of witnesses and to examine witnesses under oath concerning the award of or performance under any transaction, agreement, lease, permit, contract, or License entered into with the City, the State, or any political subdivision or public authority thereof, or the Port Authority of New York and New Jersey, or any local development corporation with the City, or any public benefit corporation organized under the laws of the State of New York, or;
- (b) If any person refuses to testify for a reason other than the assertion of his or her privilege against self incrimination in an investigation, audit or inquiry conducted by a City or State governmental agency or authority empowered directly or by designation to compel the attendance of witnesses and to take testimony under oath, or by the Inspector General of the governmental agency that is a party of interest in, and is seeking testimony concerning the award of, or performance under, any transaction, agreement, lease, permit, contract, or License entered into with the City, the State, or any political subdivision thereof or any local development corporation within the City, then;
- 19.3 (a) The commissioner whose agency is a party in interest to the transaction, submitted bid, submitted proposal, contract, lease, permit, or License shall convene a hearing, upon not less than five (5) days written notice to the parties involved to determine if any penalties should attach for the failure of a person to testify.

SeaStreak Private Ferry Operator License 2015 - 2016

29 of 54



Private Ferry Operator License

LICENSE NUMBER: L15-4

- (b) If any non-governmental party to the hearing requests an adjournment, the commissioner who convened the hearing may, upon granting the adjournment, suspend any contract, lease, permit, or License pending the final determination pursuant to paragraph 19.4 below without the City incurring any penalty or damages for delay or otherwise.
- 19.4 The penalties which may attach after a final determination by the commissioner may include but shall not exceed.
- (a) The disqualification for a period not to exceed five (5) years from the date of an adverse determination for any person, or any entity of which such person was a member at the time the testimony was sought, from submitting bids for, or transacting business with, or entering into or obtaining any contract, lease, permit or License with or from the City; and/or
- (b) The cancellation or termination of any and all such existing City contracts, leases, permits or Licenses that the refusal to testify concerns and that have not been assigned as permitted under this agreement, nor the proceeds of which pledged, to an unaffiliated and unrelated institutional lender for fair value prior to the issuance of the notice scheduling the hearing, without the City incurring any penalty or damages on account of such cancellation or termination, monies lawfully due for goods delivered, work done, rentals, or fees accrued prior to the cancellation or termination shall be paid by the City.
- 19.5 The commissioner or agency head shall consider and address in reaching his or her determination and assessing an appropriate penalty the factors in paragraph (a) and (b) below. He or she may also consider, if relevant and appropriate, the criteria established in paragraphs (c) and (d) below in addition to any other information which may be relevant and appropriate:
- (a) The party's good faith endeavors or lack thereof to cooperate fully and faithfully with any governmental investigation or audit, including but not limited to the discipline, discharge, or disassociation of any person failing to testify, the production of accurate and complete books and records, and the forthcoming testimony of all other members, agents, assignees or fiduciaries whose testimony is sought.
- (b) The relationship of the person who refuses to testify to any entity that is a party to the hearing, including, but not limited to, whether the person whose testimony is sought has an ownership interest in the entity and/or the degree of authority and responsibility the person has within the entity.
- (c) The nexus of the testimony sought to the subject entity and its contracts, leases, permits or Licenses with the City.

SeaStreak Private Ferry Operator License 2015 - 2016



Private Ferry Operator License

LICENSE NUMBER: L15-4

- (d) The effect a penalty may have on an unaffiliated and unrelated party or entity that has a significant interest in an entity subject to penalties under 19.4 above, provided that the party or entity has given actual notice to the commissioner, or agency head upon the acquisition of the interest, or at the hearing called for in 19.3(a) above gives notice and proves that such interest was previously acquired. Under either circumstances the party or entity must present evidence at the hearing demonstrating the potential adverse impact a penalty will have on such person or entity.
- 19.6 (a) The term "License" or "license" as used herein shall be defined as a License, permit, franchise or concession not granted as a matter of right.
- (b) The term "person" as used herein shall be defined as any natural person doing business alone or associated with another person or entity as a partner, director, officer, principal or employee.
- (c) The term "entity" as used herein shall be defined as any firm, partnership, corporation, association, or person that receives monies, benefits, Licenses, leases, or permits from or through the City or otherwise transacts business with the City.
- (d) The term "member" as used herein shall be defined as any person associated with another person or entity as a partner, director, officer, principal or employee.
- 19.7 In addition to and notwithstanding any other provision of this agreement the Commissioner may in his or her sole discretion terminate this agreement upon not less than three (3) days written notice in the event Licensee fails to promptly report in writing to the Commissioner of Investigation of the City of New York any solicitation of money, goods, requests for future employment or other benefit or thing of value, by or on behalf of any employee of the City or other person, firm, corporation or entity for any purpose which may be related to the procurement or obtaining of this agreement by the Licensee, or affecting the performance of this License.

Noise Control

Licensee shall comply with Section 24-216 of the Administrative Code of The City of New York. Licensee shall not permit or cause to be permitted on or near the Landing Site(s) devices and activities which are subject to the provisions of the New York City Noise Control Code to be operated, conducted, constructed or manufactured which cause a violation of the Noise Control Code.

Any such devices and activities shall incorporate advances in the art of noise control developed for the kind and level of noise emitted or produced by such devices and activities, in accordance with regulations issued by the Commissioner

SeaStreak Private Ferry Operator License 2015 - 2016 31 of 54



Private Ferry Operator License

LICENSE NUMBER: L15-4

of the Department of Environmental Protection of The City of New York or its successor.

21. Modification

Except for those modifications that are at the sole discretion of the Licensor as described by provisions of Section 3 of this License, this License may not be altered, modified or amended in any manner whatsoever except by a written document signed by Licensor and Licensee and processed in accordance with the Service Change Request procedure as follows:

- A. Any changes to this unexpired, executed License must be applied for via the Service Change Request form (F-PFO1 annexed hereto as Exhibit C) prior to implementing the change.
- B. Change requests are reviewed by Licensor and approved on a case-by-case basis. Fee adjustments may result. Route fees will be payable to Licensor while Landing Slot fees will be payable to Apple Industrial Development Corporation.
- C. Licensee will advise Licensor of any service changes at least ten (10) days prior to intended implementation.
- D. Licensee will complete and submit the Service Change Request form and ensure that applicable attachments are provided to fully describe the nature of the requested change.
- E. Licensor will advise the Licensee of any application related issues, associated billing changes if applicable, and grant or deny approval to the request.
- F. Licensor will execute and issue the completed Service Change Request form to the Licensee to serve as written approval of the requested modification. The form shall be maintained as an addendum to this License.

22. Unconditional Right of Revocation

Licensee expressly agrees that Licensor, acting by and through the Commissioner, shall have the unconditional right to revoke this License and terminate the period thereof, at will, at any time, upon twenty-four (24) hours written notice to Licensee, any provision of this License to the contrary notwithstanding.

In addition, under the provisions of a Full License, Licensor shall have the right to revoke the right of Licensee to a specific Landing Slot(s) granted hereunder with or without cause by giving, in writing to the Licensee, twenty-four (24) hours notice prior to such revocation.

Licensee shall be entitled to a pro rata refund of the charge advanced, based on the number of slots revoked, provided, further, that no refund shall be made if the

SeaStreak Private Ferry Operator License 2015 - 2016



Private Ferry Operator License

LICENSE NUMBER: L15-4

revocation of the specific Landing Slot(s) or this License is due to Licensee's failure to comply with any of the terms and conditions of this License as determined by the Commissioner.

Consistent with the provisions of the Abatement Section of this License, the right of the Licensee to a specific Landing Slot(s) granted hereunder may be suspended by the Licensor in the event of an emergency as determined by the Commissioner.

23. Books and Records

Licensee shall retain the books and records related to this License for a period of six (6) years after the expiration or sooner termination of this License and shall allow Licensor, the City of New York, its agents and representatives, including without limitation EDC and Apple, at all reasonable times to examine and audit such books and records.

24. No City Employee Has Interest

Licensee warrants and represents that no officer, agent, employee, or representative of The City of New York has received any payment or other consideration for the making of this License nor has any legal interest, directly or indirectly, in this License or the proceeds thereof.

25. No Discrimination

Licensee covenants and agrees that it shall treat all employees and applicants for employment without discrimination as to race, creed, color, national origin, sex, age, disability, marital status or sexual orientation in all employment decisions, including, but not limited to, recruitment, hiring, compensation, training and apprenticeship, promotion, upgrading, demotion, downgrading, transfer, lay-off and termination, and all other terms and conditions of employment and shall state in all solicitations or advertisements for employment placed by or on behalf of the Licensee that all qualified applicants will receive consideration for employment without regard to race, creed, color, religion, national origin, disability, sex, sexual orientation, or affectional preference.

26. National Transit Database

Licensee shall prepare reports as required by the National Transit Database, formerly Section 15 of the Urban Mass Transportation Act of 1964, as amended, in a form acceptable to the Commissioner and to the Federal Transit Administration. A draft of this report shall be submitted to the Commissioner for review no later than twenty (20) days before the due date or final extended due date approved by the Federal Transit Administration, except where such requirement cannot reasonably be met because of a failure on the part of the Licensor to supply the Licensee with any

SeaStreak Private Ferry Operator License 2015 - 2016



Private Ferry Operator License

LICENSE NUMBER: L15-4

necessary information no later than thirty (30) days before such due date or final extended due date. Licensee shall also assist Licensor in preparing reports required for other Federal, State, or other assistance programs as requested by the Commissioner. The Licensee's responsibility to supply such information, complete such forms, file such reports and fully cooperate with the City, so that the City may qualify for state or federal financial assistance or other assistance shall in no way be diminished by the fact or the possibility that the Licensee does not or may not benefit any way from such State or Federal financial or other assistance.

27. Choice of Law, Jurisdiction and Venue

This License shall be deemed to be executed in the City of New York, State of New York, regardless of the domicile of the Licensee, and shall be governed by and construed in accordance with the laws of the State of New York.

The parties agree that any and all claims asserted by or against the City arising under this License or related thereto shall be heard and determined either in the courts of the United States located in New York City ("Federal Courts") or in the courts of the State of New York ("New York State Courts") located in the City and County of New York. To effect this intent, the Licensee agrees:

- A. If the City initiates any action against the Licensee in Federal Court or in New York State Court, service of process may be made on the Licensee either in person, wherever such Licensee may be found, or by registered mail, return receipt requested, addressed to the Licensee at its address as set forth in this License, or to such other address as the Licensee may provide to Licensor in writing; and
- B. With respect to any action between the City and the Licensee in New York State Court, the Licensee hereby expressly waives and relinquishes any rights it might otherwise have:
 - i. to move to dismiss on grounds of forum non conveniens;
 - ii. to remove to Federal Court; and
 - to move for a change of venue to a New York State Court outside New York County.
- C. With respect to any action between the City and the Licensee in Federal Court located in New York City, the Licensee expressly waives and relinquishes any right it might otherwise have to move to transfer the action to a United States Court outside the City of New York.
- D. If the Licensee commences any action against the City in a court located other than in the City and County of New York, upon request of the City, the Licensee

SeaStreak Private Ferry Operator License 2015 - 2016 34 of 54



Private Ferry Operator License

LICENSE NUMBER: L15-4

shall either consent to a transfer of the action to a court of competent jurisdiction located in the City and County of New York or, if the court where the action is initially brought will not or cannot transfer the action, the Licensee shall consent to dismiss such action without prejudice and may thereafter reinstitute the action in a court of competent jurisdiction in the City and County of New York.

28. No Claim Against Officers, Agents or Employees

No claim whatsoever shall be made by the Licensee against any member, director, officer, official, agent, employee, consultant, contractor or other representatives of the Indemnitees for, or on account of, anything done or omitted in connection with this License.

29. Article 78 Proceedings

Any action taken by the Commissioner arising out of or related to this License may only be challenged in a proceeding instituted in New York County pursuant to Article 78 of the New York State Civil Practice Law and Rules.

30. Survival

Any and all obligations and/or liabilities of Licensee under this License shall survive the expiration, termination or revocation of this License.

31. Fare Structure

The Commissioner shall be notified in writing of all changes in fares at least five (5) working days prior to implementation.

32. Liens

- (a) The Licensee warrants and agrees that the contractual benefits, and all matters covered by this License, are such as will in every instance give rise to a maritime lien against the vessel(s), a State lien against the vessel(s), in addition to any direct claims against the Licensee or those in privity with it or the vessel(s) which may exist.
- (b) The Licensee warrants that it will not contest the validity of any such liens in any suit by Licensor to enforce them.
- (c) The Licensee expressly waives any requirements of statute, law or rule of court that prior notice be given as a condition of arrest of the vessel(s) pursuant to any in "rem" court action which Licensor may bring.
- (d) Licensor may bid at any sale of the vessel(s) by law, and may limit its bid to less than the amount of its judgment.

SeaStreak Private Ferry Operator License 2015 - 2016



Private Ferry Operator License

LICENSE NUMBER: L15-4

(e) The proceeds of any sale of the vessel(s) shall be applied first to the payment of expenses of the sale (including attorney's fees), then to the payment of the judgment itself, and any balances remaining shall be paid to the Licensee, upon its receipt thereof.

New York City Department of Transportation – Licensor

Private Ferries 1 Ferry Terminal Drive Staten Island, NY 10301

Deputy Commissioner Ferries

Date 03/05/N

Address: 2 1st Nume

Affante Hilland, NJ 07716

BARKER Date 3/19/11

Title PAGLIDENT

Affix Corporate Seal or Stamp

SeaStreak Private Ferry Operator License 2015 - 2016 36 of 54 $\,$



Private Ferry Operator License

LICENSE NUMBER: L15-X

APPROVAL AS TO FORM OF A LICENSE BY STANDARD TYPE OF CLASS

45-4

AGENCY: Department of Transportation

LICENSE: Private Ferry Operator License

Pursuant to Section 394 of the New York City Charter, I hereby approve as to form the annexed License by standard type of class. This approval is valid for one (1) year from the date hereof and for a maximum of seventy-five (75) Licenses.

The above approval is made on the express understanding that the substantive language of the subject License will not be altered or changed in any way without prior submission to the Office of the Corporation Counsel for approval, provided, however, that blank spaces in the Licenses requiring names, dates, dollar amounts or other similar details may be completed.

Approved as to form and certified as to legal authority.

ACTING CORPORATION COUNSEL

JAN 1 5 2015

Sharon Cantor

Date: _

Private Ferry Operator License 2015 - 2016 - (# Legal 5379358)6



Private Ferry Operator License

LICENSE NUMBER: L15-4

APPROVAL AS TO FORM OF A LICENSE BY STANDARD TYPE OF CLASS

AGENCY:	Department of Transportation

LICENSE: Private Ferry Operator License

Pursuant to Section 394 of the New York City Charter, I hereby approve as to form the annexed License by standard type of class. This approval is valid for one (1) year from the date hereof and for a maximum of seventy-five (75) Licenses.

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Approved as to form and certified as to legal authority.

A CTINIC CORRORATION CONTRE
ACTING CORPORATION COUNSEL
Date:

SeaStreak Private Ferry Operator License 2015 - 2016 37 of 54



Private Ferry Operator License

LICENSE NUMBER: L15-4

Acknowledgment by NYCDOT

State New York city, Staten Island and County of Richmond

On this <u>23</u> day of <u>MARCH</u>, <u>2015</u> before me personally came James C. DeSimone, Deputy Commissioner Ferries of the Department of Transportation, City of New York, to me known and known to me to be the same person described in an who executed the foregoing instrument and he acknowledged to me that he executed the same for the purpose therein mentioned.

Signature

Notary Public

LENA MARINARO
Commissioner of Deeds
City of New York No. 5-1234
Commission Expires July 1.

Affix Corporate Seal or Stamp

Lena Marinaro



Private Ferry Operator License

LICENSE NUMBER: L15-4

Ac	know	edar	nent	hv	Corpor	ation
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State NEW JENSEY. City, Astronder Highlands and Country of Jummumth.
On this 19th day of hard 2015 before me personally came James A. James M. who being by me duly sworn did
came JAMES A. BANCER who being by me duly sworn did
depose and say that he/she resides in the City of Donley CI; that he/she is
the President of <u>feastrale</u> , LCC; the corporation
described in and which executed the foregoing instruments; that he/she
knows the seal of said corporation, that the seal affixed to the said instrument
is such corporate seal; that it was so affixed by order of the Board of Directors
of said corporation; and that he/she signed his/her name thereto by like
order.
11/2

Signature

HERBERT BIRMAN NOTARY PUBLIC MY COMMISION EXPIRES JUNE 28, 2015

Notary Public

SeaStreak Private Ferry Operator License 2015 - 2016 39 of 54

Affix Corporate Seal or Stamp



Private Ferry Operator License

LICENSE NUMBER: L15-4

EXHIBIT A - NYCDOT FERRY LANDING FEES

The following are the landing slot fees that apply to all City-owned landing sites operated under this License

Re	egion	Ferry Landing Sites	Peak Rate	Off-Peak Rate	Peak Linked Rate	Off-Peak Linked Rate	Layover	Ticket Office
Business		BMB – Slip 5 South Ferry	\$16.30	\$2.80	(3)	(4)	(5)	N.A.
Manhattan Central Business	District (CBD)	Pier 11 Wall Street	\$16.30	\$2.80	(3)	(4)	(5)	(6)
Manhat		East 34th Street	\$16.30	\$2.80	(3)	(4)	(5)	N.A
BD		East 90th Street (1)	\$2.80	\$2.80	(3)	(4)	(5)	N.A.
Non-CBD		Yankee Stadium	\$16.30	\$16.30	N.A.	N.A.	N.A.	N.A.

DEFINITIONS

Landing Slot:

The docking of a vessel at a City-owned ferry landing site at an

assigned time designated by the New York City Department of

Transportation.

Peak Period:

Monday through Friday, 6:00 am - 10:00 am; 4:00 pm - 7:00 pm.

Off-Peak Period:

All times not indicated under Peak Period.

SeaStreak Private Ferry Operator License 2015 - 2016 40 of 54 $\,$



Private Ferry Operator License

LICENSE NUMBER: L15-4

NOTES

- 1. Does not include operators' allowable equipment usage fees at East 90th Street.
- 2. An operator will be charged for the docking of the same vessel no more than once per hour at the same landing site (applies to all Landing Sites).
- 3. The maximum charge for one vessel on a single run in one direction during peak period, regardless of the number of landing sites, is \$24.30.
- 4. The maximum charge for one vessel on a single run in one direction during the off-peak period, regardless of the number of landing sites, is \$4.30.
- \$16.30 per scheduled hour, or part thereof, whether or not utilized. Operator shall submit a schedule for approval in advance.
- \$50.00 per scheduled day, or part thereof, whether or not utilized. Operator shall submit a schedule for approval in advance.
- 7. Includes any temporary docking/layover space designated at Piers 13 or 14.
- 8. Experimental Water Taxi Rate. For the purposes of this Exhibit, an operator's ferry route may be considered a Water Taxi Route if and only if a) the operator's service on that route is provided exclusively by vessels with a capacity of 99 or fewer passengers and by no other vessels, and b) the vessels shall arrive and depart in a "touch and go" manner at DOT landing sites, minimizing their dwell time. A Water Taxi route shall be charged off-peak rates for landing slots at all times. Licensor reserves the right to at any time grant scheduling priority to larger ferries over a route charged at the Water Taxi Rate. Licensor reserves the right to adjust the capacity limit of 99 passengers to be consistent with any changes made by City Planning Commission to the definition of docks for water taxis in the New York City Zoning Resolution. The Licensor shall be the sole judge of the applicability of this rate in each instance (applies to all Landing Sites).

SeaStreak Private Ferry Operator License 2015 - 2016



Private Ferry Operator License

LICENSE NUMBER: L15-4

EXHIBIT B - LICENSEE SCHEDULE OF OPERATIONS

Vessel List	Days	Scheduled Arrival/Departure	Landing Slot	Landing Fee	Days per Month	Charge
1		6:45	Pier 11	N/C	21	\$0.00
1		7:00	East 34th Street	\$24.30		\$510.3
1		8:45	Pier 11	N/C	21	\$0.0
1		9:00	East 34th Street	\$24.30	21	\$510.3
L1		9:30 - 15:30 (Layover 6 Hours)	East 90th Street	\$97.80	21	\$2,053.8
L2		9:30 - 15:30 (Layover 6 Hours)	East 90th Street	\$97.80	21	\$2,053.80
L3		10:00 - 14:00 (Layover 4 Hours)	East 34th Street	\$65.20	21	\$1,369.20
1		14:45	East 34th Street	N/C	21	\$0.00
1		15:00	Pier 11	\$4.30	21	\$90.3
1		17:00	East 34th Street	N/C	21	\$0.00
1		17:20	Pier 11	\$24.30		\$510.30
1		19:25	East 34th Street	N/C	21	\$0.00
1		19:40	Pier 11	\$4.30	21	\$90.30
2		7:40	Pier 11	N/C	21	\$0.00
2		8:00	East 34th Street	\$24.30	21	\$510.30
2		9:35	Pier 11	N/C	21	\$0.00
2	Mon-Fri	9:50	East 34th Street	\$24.30	21	\$510.30
2		16:25	East 34th Street	N/C	21	\$0.00
2		16:15	Pier 11	\$24.30	21	\$510.30
2		17:45	East 34th Street	N/C	21	\$0.00
2		18:05	Pier 11	\$24.30	21	\$510.30
2		21:55	Pier 11	N/C	21	\$0.00
2		21:40	East 34th Street	\$4.30	21	\$90.30
3		8:10	Pier 11	N/C	21	\$0.00
3		8:30	East 34th Street	\$24.30	21	\$510.30
3		10:50	Pier 11	N/C	21	\$0.00
3		11:05	East 34th Street	\$4.30	21	\$90.30
3		13:15	East 34th Street	N/C	21	\$0.00
3		13:35	Pier 11	\$4.30	21	\$90.30
3		15:45	East 34th Street	N/C	21	\$0.00
3		16:00	Pier 11	\$24.30	21	\$510.30
3		18:25	East 34th Street	N/C	21	\$0.00
3		18:40	Pier 11	\$24.30	21	\$510.30
1		10:20	Pier 11	N/C	8.4	\$0.00
1		10:35	East 34th Street	\$4.30	8.4	\$36.12
1		12:50	Pier 11	N/C	8.4	\$0.00
1		13:05	East 34th Street	\$4.30	8.4	\$36.12
1		15:10	East 34th Street	N/C	8.4	\$0.00
1	Sat-Sun	15:30	Pier 11	\$4.30	8.4	\$36.1
1		17:20	Pier 11	N/C	8.4	\$0.0
1		17:35	East 34th Street	\$4.30	8.4	\$36.1
1		20:25	East 34th Street	N/C	8.4	\$0.0
1		20:40	Pier 11	\$4.30	8.4	\$36.1
		AV. TV	1104.11	\$4.00	0.4	400.1

SeaStreak Private Ferry Operator License 2015 - 2016 42 of 54



Private Ferry Operator License

LICENSE NUMBER: L15-4

Days	Scheduled Arrival/Departure	Landing Slot	Landing Fee	Days per Month	Charge
Sat 4.11	10:30		\$16.30	1	\$16.30
Sun 4.12	17:30		\$16.30	1	\$16.30
Sat 4.25	13:30		\$16.30	1	\$16.30
Sun 4.26	17:30		\$16.30	1	\$16.30
				Total April:	\$65.20
Sat 6.06	14:30		\$16.30	1	\$16.30
Sun 6.07	10:30		\$16.30	1	\$16.30
Sat 6.20	16:30		\$16.30	1	\$16.30
Sat 6.21	TBD		\$16.30	1	\$16.30
				Total June:	\$65.20
Sat 7.18	10:30	V1 61 1	\$16.30	1	\$16.30
Sun 7.19	10:30	Yankee Stadium	\$16.30	1	\$16.30
				Total July:	\$32.60
Sat 8.08	10:30		\$16.30	1	\$16.30
Sun 8.09	10:30		\$16.30	1	\$16.30
Sat 8.22	10:30		\$16.30	1	\$16.30
Sun 8.23	TBD		\$16.30	1	\$16.30
				Total August:	\$65.20
Sat 9.12	13:30		\$16.30	1	\$16.30
Sat 9.26	TBD		\$16.30	1	\$16.30
Sun 9.27	TBD		\$16.30	1	\$16.30
				Total September:	\$48.90
	Hgld	- Yank		Total Charges:	\$277.10

SeaStreak Private Ferry Operator License 2015 - 2016 43 of 54



Private Ferry Operator License

LICENSE NUMBER: L15-4

Vessel List	Days	Scheduled Arrival/Departure	Landing Slot	Landing Fee	Days per Month	Charge
1		8:45	East 34th Street	N/C	6	\$0.00
2		9:00	Pier 11	\$24.30	6	\$145.80
3	Mon Fri	10:50	Pier 11	N/C	6	\$0.00
1	Mon-Fri	11:15	East 34th Street	\$4.30	6	\$25.80
2		17:00	East 34th Street	N/C	6	\$0.00
3		17:20	Pier 11	\$24.30	6	\$145.80
1		8:00	East 34th Street	N/C	4	\$0.00
1		8:15	Pier 11	\$4.30	4	\$17.20
1		10:30	East 34th Street	N/C	4	\$0.00
1		11:00	Pier 11	\$4.30	4	\$17.20
1		13:20	East 34th Street	N/C	4	\$0.00
1	Sat-Sun	13:35	Pier 11	\$4.30	4	\$17.20
1	SGI-SUN	16:02	East 34th Street	N/C	4	\$0.00
1		16:45	Pier 11	\$4.30	4	\$17.20
1		18:20	East 34th Street	N/C	4	\$0.00
1		18:45	Pier 11	\$4.30	4	\$17.20
1		20:15	Pier 11	N/C	4	\$0.00
1		20:30	East 34th Street	\$4.30	4	\$17.20
					Total May:	\$420.60
1		8:45	East 34th Street	N/C	22	\$0.00
2		9:00	Pier 11	\$24.30	22	\$534.60
3		10:50	Pier 11	N/C	22	\$0.00
1	Mon-Fri	11:15	East 34th Street	\$4.30	22	\$94.60
2		17:00	East 34th Street	N/C	22	\$0.00
3		17:20	Pier 11	\$24.30	22	\$534.60
ĵ.		8:00	East 34th Street	N/C	8	\$0.00
1		8:15	Pier 11	\$4.30	8	\$34.40
1	Sat-Sun	10:30	East 34th Street	N/C	8	\$0.00
1		11:00	Pier 11	\$4.30	8	\$34.40

SeaStreak Private Ferry Operator License 2015 - 2016 44 of 54



Private Ferry Operator License

				1474.13	LICENSE NUM	BER: L15-4
1	1 1	13:20	East 34th Street	N/C	8	\$0.00
1		13:35	Pier 11	\$4.30	8	\$34.40
1		16:02	East 34th Street	N/C	8	\$0.00
1		16:45	Pier 11	\$4.30	8	\$34.40
1		18:20	East 34th Street	N/C	8	\$0.00
1		18:45	Pier 11	\$4.30	8	\$34.40
1		20:15	Pier 11	N/C	8	\$0.00
1		20:30	East 34th Street	\$4.30	8	\$34.40
					Total June:	\$1,370.20
1		8:45	East 34th Street	N/C	23	\$0.00
2		9:00	Pier 11	\$24.30	23	\$558.90
3	1400 54	10:50	Pier 11	N/C	23	\$0.00
1	Mon-Fri	11:15	East 34th Street	\$4.30	23	\$98.90
2		17:00	East 34th Street	N/C	23	\$0.00
3		17:20	Pier 11	\$24.30	23	\$558.90
1		8:00	East 34th Street	N/C	8	\$0.00
1		8:15	Pier 11	\$4.30	8	\$34.40
1		10:30	East 34th Street	N/C	8	\$0.00
1		11:00	Pier 11	\$4.30	8	\$34.40
1		13:20	East 34th Street	N/C	8	\$0.00
1	Cont Com	13:35	Pier 11	\$4.30	8	\$34.40
1	Sat-Sun	16:02	East 34th Street	N/C	8	\$0.00
1		16:45	Pier 11	\$4.30		\$34.40
1		18:20	East 34th Street	N/C	8	\$0.00
1		18:45	Pier 11	\$4.30	8	\$34.40
1		20:15	Pier 11	N/C	8	\$0.00
1		20:30	East 34th Street	\$4.30	8	\$34.40
					Total July:	\$1,423.10
1		8:45	East 34th Street	N/C	21	\$0.00
2	Mon-Fri	9:00	Pier 11	\$24.30	21	\$510.30
3		10:50	Pier 11	N/C	21	\$0.00

SeaStreak Private Ferry Operator License 2015 - 2016 45 of 54 $\,$



Private Ferry Operator License

					LICENSE NUM	BER: L15-4
1		11:15	East 34th Street	\$4.30	21	\$90.30
2		17:00	East 34th Street	N/C	21	\$0.00
3		17:20	Pier 11	\$24.30	21	\$510.30
1		8:00	East 34th Street	N/C	10	\$0.00
1		8:15	Pier 11	\$4.30	10	\$43.00
1		10:30	East 34th Street	N/C	10	\$0.00
1		11:00	Pier 11	\$4.30	10	\$43.00
1		13:20	East 34th Street	N/C	10	\$0.00
1	C == 4 C	13:35	Pier 11	\$4.30	10	\$43.00
1	Sat-Sun	16:02	East 34th Street	N/C	10	\$0.00
1		16:45	Pier 11	\$4.30	10	\$43.00
1		18:20	East 34th Street	N/C	10	\$0.00
1		18:45	Pier 11	\$4.30	10	\$43.00
1		20:15	Pier 11	N/C	10	\$0.00
1		20:30	East 34th Street	\$4.30	10	\$43.00
					Total August:	\$1,368.90
1		8:45	East 34th Street	N/C	20	\$0.00
2		9:00	Pier 11	\$24.30	20	\$486.00
3	Man Fri	10:50	Pier 11	N/C	20	\$0.00
1	Mon-Fri	11:15	East 34th Street			
			Edsi 34iii sireei	\$4.30	20	\$86.00
2		17:00	East 34th Street	\$4.30 N/C	20	\$86.00 \$0.00
2						100
		17:00	East 34th Street	N/C	20	\$0.00
3		17:00 17:20	East 34th Street Pier 11	N/C \$24.30	20 20	\$0.00 \$486.00
3		17:00 17:20 8:00	East 34th Street Pier 11 East 34th Street	N/C \$24.30 N/C	20 20 8	\$0.00 \$486.00 \$0.00
3		17:00 17:20 8:00 8:15	East 34th Street Pier 11 East 34th Street Pier 11	N/C \$24.30 N/C \$4.30	20 20 8 8	\$0.00 \$486.00 \$0.00 \$34.40
3	Sat-Sun	17:00 17:20 8:00 8:15 10:30	East 34th Street Pier 11 East 34th Street Pier 11 East 34th Street	N/C \$24.30 N/C \$4.30 N/C	20 20 8 8 8	\$0.00 \$486.00 \$0.00 \$34.40 \$0.00
3	Sat-Sun	17:00 17:20 8:00 8:15 10:30 11:00	East 34th Street Pier 11 East 34th Street Pier 11 East 34th Street Pier 11	N/C \$24.30 N/C \$4.30 N/C \$4.30	20 20 8 8 8 8	\$0.00 \$486.00 \$0.00 \$34.40 \$0.00 \$34.40
3	Sat-Sun	17:00 17:20 8:00 8:15 10:30 11:00	East 34th Street Pier 11 East 34th Street Pier 11 East 34th Street Pier 11 East 34th Street	N/C \$24.30 N/C \$4.30 N/C \$4.30 N/C	20 20 8 8 8 8	\$0.00 \$486.00 \$0.00 \$34.40 \$0.00 \$34.40
3	Sat-Sun	17:00 17:20 8:00 8:15 10:30 11:00 13:20	East 34th Street Pier 11 East 34th Street Pier 11 East 34th Street Pier 11 East 34th Street Pier 11	N/C \$24.30 N/C \$4.30 N/C \$4.30 N/C \$4.30	20 20 8 8 8 8 8	\$0.00 \$486.00 \$0.00 \$34.40 \$0.00 \$34.40 \$0.00

SeaStreak Private Ferry Operator License 2015 - 2016 46 of 54



Private Ferry Operator License

	1710. 7.5			LICENSE NUM	BER: L15-4
1	18:45	Pier 11	\$4.30	8	\$34.40
1	20:15	Pier 11	N/C	8	\$0.00
1	20:30	East 34th Street	\$4.30	8	\$34.40
				Total September:	\$1,264.40
	E34 - P11 -	SH		Total Charges:	\$5,847.20

SeaStreak Private Ferry Operator License 2015 - 2016 47 of 54



Private Ferry Operator License

LICENSE NUMBER: L15-4

Days	Scheduled Arrival/Departure	Landing Slot	Landing Fee	Days per Month	Charge
Fri 5.22	16:30		\$16.30	1	\$16.3
Mon 5.25	20:15		\$2.80	1	\$2.8
				Total May:	\$19.1
Fri 6.19	16:30		\$16.30	1	\$16.3
Sun 6.21	20:15		\$2.80	1	\$2.8
Fri 6.26	16:30		\$16.30	1	\$16.3
Sun 6.28	20:15		\$2.80	1	\$2.8
				Total June:	\$38.2
Thu 7.02	16:30		\$16.30	1	\$16.3
Sun 7.05	20:15		\$2.80	1	\$2.8
Fri 7.03	16:30		\$16.30	1	\$16.3
Sun 7.12	20:15		\$2.80	1	\$2.8
Fri 7.10	16:30		\$16.30	1	\$16.3
Sun 7.19	20:15		\$2.80	1	\$2.8
Fri 7.24	16:30		\$16.30	1	\$16.3
Sun 7.26	20:15	East 34th Street	\$2.80	1	\$2.8
Fri 7.31	16:30		\$16.30	1	\$16.3
				Total July:	\$92.7
Sun 8.02	20:15		\$2.80	1	\$2.8
Fri 8.07	16:30		\$16.30	1	\$16.3
Sun 8.09	20:15		\$2.80	1	\$2.8
Fri 8.14	16:30		\$16.30	1	\$16.3
Sun 8.16	20:15		\$2.80	1	\$2.8
Fri 8.21	16:30		\$16.30	1	\$16.3
Sun 8.23	20:15		\$2.80	1	\$2.8
Fri 8.28	16:30		\$16.30	1	\$16.3
Sun 8.30	20:15		\$2.80	1	\$2.8
				Total August:	\$79.2
Fri 9.04			\$16.30	1	\$16.3
Mon 9.07	20:15		\$2.80	1	\$2.8
				Total September:	\$19.1
	Hglds - I	34 - MV		Total Charges:	\$248.30

SeaStreak Private Ferry Operator License 2015 - 2016 48 of 54



Private Ferry Operator License

LICENSE NUMBER: L15-4

Days	Scheduled Arrival/Departure	Landing Slot	Landing Fee	Days per Month	Charge
Sat 9.19	8:45		\$2.80	1	\$2.80
	TBD		\$2.80	1	\$2.80
				Total September:	\$5.60
Sat 10.10	8:45		\$2.80	1	\$2.80
301 10.10	TBD		\$2.80	1	\$2.80
Sat 10.17	8:45		\$2.80	1	\$2.80
3ul 10.17	TBD	Pier 11	\$2.80	1	\$2.80
				Total October:	\$11.20
Sat 11.14	8:45		\$2.80	1	\$2.80
	TBD		\$2.80	1	\$2.80
Sat 11.21	8:45		\$2.80	1	\$2.80
	TBD		\$2.80	1	\$2.80
				Total November:	\$11.20
Hglds - P11 - WP				Total Charges:	\$28.00



Private Ferry Operator License

LICENSE NUMBER: L15-4

Days	Scheduled Arrival/Departure	Landing Slot	Landing Fee	Days per Month	Charge
Sat 9.26	8:30		\$2.80	1	\$2.80
	18:15		\$2.80	1	\$2.80
Sun 9.27	8:30		\$2.80	1	\$2.80
3011 7.27	18:15		\$2.80	1	\$2.80
				Total September:	\$11.20
Sat 10.03	8:30	Pier 11	\$2.80	1	\$2.80
301 10.03	18:15		\$2.80	1	\$2.80
Sun 10.04	8:30		\$2.80	1	\$2.80
3011 10.04	18:15		\$2.80	1	\$2.80
Sat 10.10	8:30		\$2.80	1	\$2.80
301 10.10	18:15		\$2.80	1	\$2.80
Sun 10.11	8:30		\$2.80	1	\$2.80
3011 10.11	18:15		\$2.80	1	\$2.80
Sat 10.17	8:30		\$2.80	1	\$2.80
Jul 10.17	18:15		\$2.80	1	\$2.80
Sun 10.18	8:30		\$2.80	1	\$2.80
3011 10.10	18:15		\$2.80	1	\$2.80
Sat 10.24	8:30		\$2.80	1	\$2.80
	18:15		\$2.80	1	\$2.80
Sun 10.25	8:30		\$2.80	1	\$2.80
	18:15		\$2.80	1	\$2.80
Sat 10.31	8:30		\$2.80	1	\$2.80
	18:15		\$2.80	1	\$2.80
				Total October:	\$50.40
	Hglds -	P11 - BRM		Total Charges:	\$61.60



Private Ferry Operator License

LICENSE NUMBER: L15-4

Days	Scheduled Arrival/Departure	Landing Slot	Landing Fee	Days per Month	Charge
Sat 9.26	9:00		\$2,80	1	\$2.80
	18:15		\$2.80	1	\$2.80
Sun 9.27	9:00∙		\$2.80	1	\$2.80
	18:15		\$2.80	1	\$2.80
				Total September:	\$11.20
Sat 10.03	9:00		\$2.80	1	\$2.80
301 10.03	18:15		\$2.80	1	\$2.80
Sup 10.04	9:00		\$2.80	1	\$2.80
Sun 10.04	18:15		\$2.80	1	\$2.80
Cat 10 10	9:00		\$2.80	1	\$2.80
Sat 10.10	18:15		\$2.80	1	\$2.80
Sun 10.11	9:00		\$2.80	1	\$2.80
	18:15		\$2.80	1	\$2.80
Sat 10.17	9:00		\$2.80	1	\$2.80
301 10.17	18:15	Pier 11	\$2.80	1	\$2.80
Sun 10.18	9:00		\$2.80	1	\$2.80
	18:15		\$2.80	1	\$2.80
Sat 10.24	9:00		\$2.80	1	_ \$2.80
Sat 10.24	18:15		\$2.80	1	\$2.80
Sun 10.25	9:00		\$2.80	1	\$2.80
	18:15		\$2.80	1	\$2.80
Sat 10.31	9:00		\$2.80	1	\$2.80
	18:15		\$2.80	1	\$2.80
				Total October:	\$50.40
Sun 11.01	9:00		\$2.80	1	\$2.80
	18:15		\$2.80	1	\$2.80
Sat 11.07	9:00		\$2.80	1	\$2.80
5GF 11.07	18:15		\$2.80	1	\$2.80
Sup 11 00	9:00		\$2.80	1	\$2.80
Sun 11.08	18:15		\$2.80	1	\$2.80
Sat 11.14	9:00		\$2.80	1	\$2.80
	18:15		\$2.80	1	\$2.80
				Total November:	\$22.40
	Hglds - P	Total Charges:	\$84.00		



Private Ferry Operator License

LICENSE NUMBER: L15-4

EXHIBIT C - SERVICE CHANGE REQUEST FORM (F-PF01)

FERRY OPERATOR ONLY COMPLETE 1-5						
1	Operator Details	Company name:				
		Contact name:				
		Email:				
		Telephone:				
2	Request impacts:	New route? ☐ Yes ☐ No Schedule change? ☐ Yes ☐ No				
3	Describe requested changes below (include specific details):					
4	Requested start date	Requested end date:				
5	Transmit to NYCDOT:	PFERRIES@DOT.NYC.GOV				
		NYCDOT ONLY COMPLETE BELOW				
6	Date Received:					
7	Review:	Impacts fees or security deposit? Yes No				
		If Yes, specify amount of billing adjustment:				
		If Yes, specify when adjustment will be applied below (e.g., monthly, one-time, etc.):				
	,	Impacts physical changes to facility? Yes No				
		If Yes, obtain EDC written approval and attach to this form.				
		Other impacts determined? Yes No				
		If Yes, describe below:				
•						
8	Approval:	NYCDOT Approves Does Not Approve this request. Date: Signature*:				
		*D/C Ferries signature required for requests with billing adjustments.				
9	Reference Number:					
	(License Number + sequential alpha character – begin with "A")					
	NYCDOT shall transmit each approved service change request to the Licensee and attach the executed copy to the related NYCDOT Private Ferry Operator License.					

SeaStreak Private Ferry Operator License 2015 - 2016 52 of 54



Private Ferry Operator License

LICENSE NUMBER: L15-4

EXHIBIT D - FERRY LANDING DIAGRAMS

SeaStreak Private Ferry Operator License 2015 - 2016 53 of 54 $\,$



Private Ferry Operator License

LICENSE NUMBER: L15-4

EXHIBIT E - CERTIFICATION BY BROKER

CERTIFICATION BY BROKER

The undersigned insurance broker represents to the City of New York that the attached Certificate of Insurance is accurate in all material respects, and that the described insurance is effective as of the date of this Certification.

mush usa, inc	
[Name of broker (typewritten)]	*
1166 AVINUE of the Americas, NY NY 100	36
[Address of broker (typewritten)]	
[Signature of authorized officer of broker]	
[Signature of authorized officer of broker]	
, h	
MARTIN MCCLUNEY- MANAging DIES LOZ.	
[Name and title of authorized officer (typewritten)]	

Sworn to before me this 27 day of WALCH, 2015

MATILDE RAMIREZ
Notary Public, State of New York
Registration #01RA6294464
Qualified in Kings County
Commission Expires December 23, 2017

SeaStreak Private Ferry Operator License 2015 - 2016

32. Appendix 2: Vessel Descriptions



Name: Seastreak New York
Type: High speed passenger ferry.

Built By: Gladding-Hearn Shipbuilding, Somerset, Massachusetts

Length: 140.7 feet Breadth: 34.22 feet Draught: 6.43 feet

Capacity: 505 passengers and crew

Entered Service: Seastreak New York - May 4, 2001

Decks: Three: two interior decks with luxury Berteaux seating. Third

deck is open with additional seating capacity and wind

deflectors.

Amenities: Automatic doors at amidships for side loading and hydraulic

bow ramps for seamless boarding and disembarking, heated decks and ramps, three restrooms, full bar (spirits, soft drinks,

snacks, continental breakfast, satellite TV and Wi-Fi.).

Storage: 100 bicycles and 30 strollers

Service Speed: 30 knots Maximum Speed: 35 knots

Main Engines: (4) Cummins KTA50M2

Propulsion Power: 7500 bhp

Propulsion Units: (4) Kamewa A50 waterjets Fuel: Ultra low sulfur #2 diesel

Vessel was designed to utilize all NYCDOT ferry landings in accordance with ADA regulations.



Name: Seastreak New Jersey
Type: High speed passenger ferry.

Built By: Gladding-Hearn Shipbuilding, Somerset, Massachusetts

Length: 140.7 feet Breadth: 34.22 feet Draught: 6.43 feet

Capacity: 505 passengers and crew

Entered Service: Seastreak New Jersey - December 2011

Decks: Three: two interior decks with luxury Berteaux seating. Third

deck is open with additional seating capacity and wind

deflectors.

Amenities: Automatic doors at amidships for side loading and hydraulic

bow ramps for seamless boarding and disembarking, heated decks and ramps, three restrooms, full bar (spirits, soft drinks,

snacks, continental breakfast, satellite TV and Wi-Fi).

Storage: 100 bicycles and 30 strollers

Service Speed: 30 knots Maximum Speed: 35 knots

Main Engines: (4) Cummins KTA50M2

Propulsion Power: 7500 bhp

Propulsion Units: (4) Kamewa A50 waterjets Fuel: Ultra low sulfur #2 diesel

Vessel was designed to utilize all NYCDOT ferry landings in accordance with ADA regulations.



Name: Seastreak Wall Street
Type: High speed passenger ferry.

Built By: Gladding-Hearn Shipbuilding, Somerset, Massachusetts

Length: 140.7 feet Breadth: 34.22 feet Draught: 6.43 feet

Capacity: 505 passengers and crew

Entered Service: Seastreak Wall Street - September 2003

Decks: Three: two interior decks with luxury Berteaux seating. Third

deck is open with additional seating capacity and wind

deflectors.

Amenities: Automatic doors at amidships for side loading and hydraulic

bow ramps for seamless boarding and disembarking, heated decks and ramps, three restrooms, full bar (spirits, soft drinks,

snacks, continental breakfast, satellite TV and Wi-Fi).

Storage: 100 bicycles and 30 strollers

Service Speed: 35 knots Maximum Speed: 30 knots

Main Engines: (2) MTU 16v4000

Propulsion Power: 4920 bhp

Propulsion Units: (2) Servo-Gear CP Propellers Fuel: Ultra low sulfur #2 diesel

Vessel was designed to utilize all NYCDOT ferry landings in accordance with ADA regulations.



Name: **Seastreak Highlands**Type: High speed passenger ferry.

Built By: Gladding-Hearn Shipbuilding, Somerset, Massachusetts

Length: 140.7 feet Breadth: 34.22 feet Draught: 6.43 feet

Capacity: 505 passengers and crew

Entered Service: Seastreak Highlands - March 2004

Decks: Three: two interior decks with luxury Berteaux seating. Third

deck is open with additional seating capacity and wind

deflectors.

Amenities: Automatic doors at amidships for side loading and hydraulic

bow ramps for seamless boarding and disembarking, heated decks and ramps, three restrooms, full bar (spirits, soft drinks,

snacks, continental breakfast, satellite TV and Wi-Fi).

Storage: 100 bicycles and 30 strollers

Service Speed: 30 knots Maximum Speed: 35 knots

Main Engines: (4) Cummins KTA50M2

Propulsion Power: 7500 bhp

Propulsion Units: (4) Kamewa A50 waterjets Fuel: Ultra low sulfur #2 diesel

Vessel was designed to utilize all NYCDOT ferry landings in accordance with ADA regulations.



Name: Whaling City Express
Type: High speed passenger ferry.
Built By: Derektor Shipbuilders

Length: 82 feet Breadth: 28 feet Draught: 11 feet

Capacity: 149 passengers

Entered Service: 2004

Decks: Two: one interior, one half-interior/half-exterior

Amenities: 10 six-seat tables on main deck. Four 4-seat tables upper

deck. Two restrooms. Full bar (spirits, soft drinks, snacks).

Storage: 50 bicycles and 20 strollers

Service Speed: 27 knots Maximum Speed: 30 knots

Main Engines: (2) MTU 16V2000's, 1410 BHP each.

Propulsion Power: 1410 x 2 bhp

Propulsion Units: (2) fixed-pitched propellers Fuel: Ultra low sulfur #2 diesel

Vessel was designed to utilize all NYCDOT ferry landings in accordance with ADA regulations.



Name: Martha's Vineyard Express
Type: High speed passenger ferry.
Built By: Derektor Shipbuilders

Length: 82 feet Breadth: 28 feet Draught: 11 feet

Capacity: 149 passengers

Entered Service: 2005

Decks: Two: one interior, one half-interior/half-exterior

Amenities: 10 six-seat tables on main deck. Four 4-seat tables upper

deck. Two restrooms. Full bar (spirits, soft drinks, snacks).

Storage: 50 bicycles and 20 strollers

Service Speed: 27 knots Maximum Speed: 30 knots

Main Engines: (2) MTU 16V2000's, 1410 BHP each.

Propulsion Power: 1410 x 2 bhp

Propulsion Units: (2) fixed-pitched propellers Fuel: Ultra low sulfur #2 diesel

Vessel was designed to utilize all NYCDOT ferry landings in accordance with ADA regulations.

Vessel was designed by Incat Crowther in Australia using the latest technology in advanced hull structures to minimize wake and wash.



Name: Ocean State

Type: High speed passenger ferry.

Built By: Merrifield Roberts, Bristol, Rhode Island

Length: 65' Breadth: 24' Draught: 5.5'

Capacity: 149 Passengers

Decks: (2)

Amenities: Bow and side loading capabilities, four 4-seat tables, upper

deck. Two restrooms; full bar (spirits, soft drinks, snacks).

Storage: 25 bicycles and 20 strollers

Entered Service: 2003 Service Speed: 27 knots Maximum Speed: 30 knots

Main Engines: (2) Detroit Diesel 12V2000

Propulsion Power: 2100 bhp

Propellers: (2) fixed-pitched propellers Fuel: Ultra low sulfur #2 diesel

Vessel was designed to utilize all NYCDOT ferry landings in accordance with ADA regulations.

Vessel was designed by Incat Crowther in Australia using the latest technology in advanced hull structures to minimize wake and wash.

33. Appendix 3: Vessel Documentation: Seastreak New York

				Certification Da	te:	26 Jan 2012
	Departme United	States of America ent of Homeland Security States Coast Guard		Expiration Date	:	26 Jan 2017 8967620
C	ertifica	ite of I	nsp	ectio	n	
For ships on international voyages						G DOCUMENT.
Vessel Name SEASTREAK NEW YORK		Official Number 1105798	Call Sign WDE39	97	Passeng Passeng	ger (Inspected)
Hailing Port ATLANTIC HIGHLANDS NJ	1,1000	Hull Material Aluminum	Horsepower 7500		Propulsion Diesel F	Reduction
Place Built SOMERSET, MA		Delivery Date Date Keel Laid 16Apr2001 01May2000	Gross Tons R-96 I-431	Net Tons R-65 I-159	DWT	R-127.3 I-127.3
UNITED STATES						
Owner SEASTREAK LLC 2 FIRST AVENUE ATLANTIC HIGHLANDS, NJ UNITED STATES	07716	SEASTREAK LLC 2 FIRST AVENUE ATLANTIC HIGHLAN UNITED STATES	NDS, NJ 077	116		
0 2nd Mate/OICNW 0 3rd Mate/OICNW	1 Lic. Mate/OICNW 0 1st Class Pilot	0 Ordinary S 4 Deckhands	5	0 2nd Asst. Engr. 0 3rd Asst. Engr. 0 Lic. Engr.		no other
In addition, this vessel may of Total persons allowed: 505	arry 499 passengers,	0 other persons in cre	ew, 0 perso	ons in addition to o	crew, and	no otners.
Route Permitted and Condition	ons of Operation:					
Lakes, Bays, a	nd Sounds plus	Limited Coas	twise	_		
NOT MORE THAN 20 MILE						
THE MINIMUM NUMBER OF CHILDREN (PERSONS WEI PRESERVERS SHALL BE C EACH CHILD ON BOARD.	CHILD SIZE LIFE	PRESERVERS REQU OR LESS) ARE CAI	RRIED, AD	DITIONAL CHI	LD SIZE	LIFE
WHEN THE VESSEL IS AW ACCESS TO THE VESSEL CREW SHALL BE PROVIDE	FOR A PERIOD EXC	, OR HAS PASSENG EEDING 12 HOURS	GERS ON B IN ANY 2	OARD, OR WHE 4 HOUR PERIO	N PASSE D, AN A	NGERS HAVE LTERNATE
***SEE NEXT PAGE FOR A	DDITIONAL CERTIFIC	ATE INFORMATION**	*			
With this Inspection for Certi NEW YORK certified the ves	fication having been co ssel, in all respects, is in	mpleted at New York, a conformity with the a	NY, the Office oplicable ves	cer in Charge, Ma ssel inspection lav	rine Inspe	ection, SECTOR rules and
regulations prescribed there		IThis Americal and the	maha idaus d	by		-
Annual/Periodic/Quarte Date Zone A/P/Q		This Amended certif	han han	υу.		
	- Oignature	GARY M.	MESSMER,	CDR, USCG, BY	DIRECT	<u>IO</u> N
	-	SECTOR	NEW YORK			
	1-		Inspection Z	cone		



Certificate of Inspection

SEASTREAK NEW YORK

Certification Date: 26Jan2012

Lifesaving Equi	pment			
	Numbe	r Person	ns	Required
Total Equipment for		400	Life Preservers (Adult)	505
Lifeboats (Total)	0	0	Life Preservers (Child)	51
Lifeboats(Port)*	0	0	Ring Buoys (Total)	3
Lifeboats (Starbd) *	0	0	With Lights*	1
Motor Lifeboats*	0	0	With Line Attached*	1
Lifeboats W/Radio*	0	0	Other*	1
Rescue Boats/Platforms	s 1	0	Immersion Suits	0
Inflatable Rafts	0	0	Portable Lifeboat Radios	0
Life Floats/Buoyant Ap	0 gg	0	Equipped with EPIRB?	Yes
Inflatable Bouyant App		400	(* included in totals)	
Fire Fighting E	quipment-			
Number of Fireman Out			Number of Fire Pumps/ 2	
Hose information				
	Length			
	50			
1.5	, ,			
Fixed Extinguishing !	Systems			
Capacity Age	ent		Space Prote	ected
200 Ca:	rbon Dioxide		Starboard E	Engineroom
200 Car	rbon Dioxide		Port Engine	eroom
Fire Extinguishers - Qty Cla	Hand portab	ole and	semi-portable	
4 A-	II			
5 B-:	II			
1 C-:	I			
Certificate Ame	ndments	- 1		
Current Amendment				
	New York		Date Amended/ 05Jul	2012
Port Amending/ Sector				
Port Amending/ Sector -Remarks-				and the late of the said
-Remarks-	r of passeng	ers all	owed based on new AAWPP and	available lixed
-Remarks-			owed based on new AAWPP and	available lixed
-Remarks- Updated maximum number			owed based on new AAWPP and	available fixed
-Remarks- Updated maximum number			owed based on new AAWPP and	available fixed
-Remarks- Updated maximum number			owed based on new AAWPP and	available fixed
-Remarks- Updated maximum number			owed based on new AAWPP and	available fixed
-Remarks- Updated maximum number seating and decka area			owed based on new AAWPP and	available fixed
-Remarks- Updated maximum number seating and decka area			owed based on new AAWPP and	avallable fixed
-Remarks- Updated maximum numbe seating and decka area			owed based on new AAWPP and	avaliable fixed
-Remarks- Updated maximum numbe seating and decka area			owed based on new AAWPP and	available fixed



Commanding Officer United States Coast Guard Marine Safety Center 2100 2ND ST SW, STOP 7102 WASHINGTON, DC 20593-7102 Staff Symbol: MSC-1 Phone: (202) 475-3401 Fax: (202) 475-3920 Email: msc@usec mil

16710/P016685 Serial: H2-1201991

April 19, 2012

STABILITY LETTER

Master, SEASTREAK NEW YORK, O.N. 1105798 Gladding-Hearn Hull P-327

136.48' x 33.96' Aluminum Catamaran Passenger Ferry (K)

You are responsible for maintaining this vessel in a satisfactory stability condition at all times and for following the instructions and precautions listed below. Verification of compliance with 46 CFR 122.315 and 46 CFR 122.335 shall be made prior to departure on each voyage.

A deadweight survey, witnessed by the U.S. Coast Guard, was conducted on the SEASTREAK NEW YORK, O.N. 1105798, at Somerset, Massachusetts on April 3, 2001. On the basis of that survey and a conservative estimate of the lightship vertical center of gravity, stability calculations have been performed. Results indicate that the stability of the SEASTREAK NEW YORK, as presently outfitted and equipped is satisfactory for operation on Partially Protected Waters, provided that the following restrictions are observed.

DAMAGE SURVIVAL

When operated as indicated below, calculations indicate this vessel will stay upright (no more than 7 degrees of list under ideal conditions) after bottom or side damage, when the bottom damage is limited to any one compartment in either hull. A major compartment is the total space between any two adjacent Main Transverse Watertight Bulkheads (MTWB's). For this vessel, these MTWB's are located at frames 4, 14, 19, 23 and 27.

Calculations further indicate this vessel will stay upright when damage is limited to both hulls (concurrently) forward of the collision bulkheads, which are located at frame 27. To maintain the vessel upright after flooding (damage), the heeling forces imposed by wind, wave, and passenger movements must be minimized.

OPERATING RESTRICTIONS

- 1. <u>ROUTE</u>: Operation on Partially Protected Waters may be permitted. Since the route is based upon other considerations in addition to stability, you are cautioned that the route may be further limited to that specified on the Certificate of Inspection (COI).
- 2. <u>PERSONNEL</u>: A maximum of 505 persons may be carried on this three deck vessel, of which 500 may be passengers. A maximum of 134 passengers may be carried on the uppermost deck. A combined maximum of 310 passengers may be carried on the uppermost two decks. These numbers are based on an average weight of 185 pounds per person. Since the personnel capacity is based upon other considerations in addition to stability, you are cautioned that the number of persons carried and their distribution may be further limited to that specified on the COI.

16710/P016685 Serial: H2-1201991 April 19, 2012

Subj: SEASTREAK NEW YORK, O.N. 1105798; STABILITY LETTER

- 3. <u>DRAFT AND TRIM</u>: The vessel is limited to a maximum mean keel draft amidships of 6 feet 8-1/2 inches. This corresponds to a minimum freeboard of 5 feet 7-7/8 inches measured from the top of the main deck plate at amidships. Amidships is located 3 feet 0-7/16 inches forward of frame 15. Trim shall be minimized.
- 4. <u>WATERTIGHT BULKHEADS</u>: There are no watertight doors in any of the MTWB's. No watertight bulkheads shall be removed or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI).
- HULL OPENINGS: Any openings that could allow water to enter into the hull or deckhouse should be kept closed when rough weather or sea conditions exist or are anticipated.
- 6. <u>WEIGHT CHANGES</u>: This stability letter has been issued on the following lightship parameters:

Displacement	142.58	Long Tons (LT)
VCG	13.42	Feet Above Baseline
LCG		Feet Aft of Amidships

The value of the VCG has been conservatively assumed in lieu of determination by an Inclining Experiment, as allowed by 46 CFR 170.175(d). Any alteration resulting in a change in these parameters may invalidate this stability letter. The vessel is not fitted with permanent ballast. No fixed ballast or other such weights shall be added, removed, altered or relocated without the authorization and supervision of the cognizant OCMI.

- DECK CARGO: No deck cargo may be carried.
- 8. <u>TANKS</u>: Any cross-connections between port and starboard tank pairs shall be kept closed at all times when underway.
- BILGES: The vessel's bilges and voids shall be kept pumped to minimum content at all times consistent with pollution prevention requirements.
- 10. FREEING PORTS: Deck freeing ports shall be maintained operable and completely unobstructed at all times.
- 11. <u>LIST</u>: You should make every effort to determine the cause of any list of the vessel before taking corrective action.

This stability letter shall be posted under glass or other suitable transparent material in the pilothouse of the vessel so that all pages are visible. This letter supersedes any stability guidance previously issued to the vessel.

Commander, U.S. Coast Guard

By direction

VESSEL NAME		Tarriord com					
SEASTREAK NEW YORK		OFFICIAL NUM 1105798		OTHER NUMBER	YE	AR COMPLET	rED
HAILING PORT	SEASTREAK NEW YORK		8967620		2001 MECHANICAL PROPULSION		
ATLANTIC HIGHLANDS N	IJ	HULL MATERIA ALUMINUM	NO.		YES		
GROSS TONNAGE	NET TONNAGE	T T T T T T T T T T T T T T T T T T T	LENGTH	BREADTH		DEPTH	-
431 GT ITC	159 NT ITC						
96 GRT PLACE BUILT	65 NRT		127.3	34.4	- Teather	11.0	-
SOMERSET MA							
OWNERS SEASTREAK LLC			OPERATIONAL ENDOF REGISTRY	COEMENIS			
oenoment acco		i	COASTWISE				
MANA CINIO CIMANEO							
SEASTREAK LLC 2 FIRST AVENUE	NI 07746				H		
MANAGING OWNER SEASTREAK LLC 2 FIRST AVENUE ATLANTIC HIGHLANDS N	NJ 07716						
SEASTREAK LLC 2 FIRST AVENUE	NJ 07716		4				
SEASTREAK LLC 2 FIRST AVENUE	NJ 07716		4				
SEASTREAK LLC 2 FIRST AVENUE ATLANTIC HIGHLANDS N	NJ 07716						
SEASTREAK LLC 2 FIRST AVENUE ATLANTIC HIGHLANDS N	NJ 07716						
SEASTREAK LLC 2 FIRST AVENUE ATLANTIC HIGHLANDS N	NJ 07716						
SEASTREAK LLC 2 FIRST AVENUE ATLANTIC HIGHLANDS N RESTRICTIONS NONE	NJ 07716						
SEASTREAK LLC 2 FIRST AVENUE ATLANTIC HIGHLANDS N	NJ 07716						
SEASTREAK LLC 2 FIRST AVENUE ATLANTIC HIGHLANDS N RESTRICTIONS NONE	NJ 07716		3				
SEASTREAK LLC 2 FIRST AVENUE ATLANTIC HIGHLANDS N RESTRICTIONS NONE	NJ 07716						
SEASTREAK LLC 2 FIRST AVENUE ATLANTIC HIGHLANDS N RESTRICTIONS NONE ENTITLEMENTS NONE REMARKS	NJ 07716						
SEASTREAK LLC 2 FIRST AVENUE ATLANTIC HIGHLANDS N RESTRICTIONS NONE ENTITLEMENTS NONE	NJ 07716						
SEASTREAK LLC 2 FIRST AVENUE ATLANTIC HIGHLANDS N RESTRICTIONS NONE ENTITLEMENTS NONE REMARKS	NJ 07716						
SEASTREAK LLC 2 FIRST AVENUE ATLANTIC HIGHLANDS N RESTRICTIONS NONE ENTITLEMENTS NONE REMARKS NONE	NJ 07716						
SEASTREAK LLC 2 FIRST AVENUE ATLANTIC HIGHLANDS N RESTRICTIONS NONE ENTITLEMENTS NONE REMARKS NONE	NJ 07716						
SEASTREAK LLC 2 FIRST AVENUE ATLANTIC HIGHLANDS N RESTRICTIONS NONE ENTITLEMENTS NONE REMARKS NONE	NJ 07716	- Innie	V. SKK				
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SEASTREAK LLC 2 FIRST AVENUE ATLANTIC HIGHLANDS N RESTRICTIONS NONE ENTITLEMENTS NONE REMARKS NONE ISSUE DATE APRIL 19, 2013 THIS CERTIFICATE EXPIR		Inch	V. SKK				85 CO
EASTREAK LLC FIRST AVENUE TILANTIC HIGHLANDS N ESTRICTIONS IONE NTITLEMENTS IONE EMARKS IONE SSUE DATE IPRIL 19, 2013		Invitation	ATIONAL VESSEL DOC				25 (2)



CERTIFICATE OF ELIGIBILIT

For January 1 - December 31, 2015

Maritime Transportation Security Act of 2002 Title 33, Code of Federal Regulations, Subchapter H, Parts 101, 104 and 105

The Passenger Vessel Association certifies that Seastreak LLC is a member in good standing for calendar year 2015. This vessel and associated facilities are entitled to use, and have requested, the PVA Industry Standard for the Security of Passenger Vessels and Small Passenger Vessels and their Facilities to comply with the requirements of the Maritime Transportation Security Act of 2002, and its implementing regulation, from January 1 - December 31, 2015 for the following vessel:

VESSEL NAME SeaStreak New York OFFICIAL NUMBER

1105798

This certificate is not transferable should the vessel be chartered or sold.

103 Oronoco Street, Suite 200 Alecandria, VA 22314





John R. Groundwater, Executive "ector, PVA

34. Appendix 4: Vessel Documentation: Seastreak New Jersey

4	*				-		TO-45-4-5	4	10.0
10	800-0		Unite	d States o	f Åmerica		Certification Date Expiration Date		18 Oct 2011 18 Oct 2016
1					land Security		IMO Number:		8968272
1 2					oast Guard				33302.2
1	500		autifia	240	of T	TA 67 TH	004		
-	Transition of the last		ertifica	ule	UI I	nso	ecuo	n	
For sh	nips on internati		s this certificate fulfills the re						NG DOCUMENT.
Vessel Nar				Official Numbe	r	Call Sign		Service	
SEAST	REAK NEW	JERSEY		1118507		WDE402	29	Passen	ger (Inspected)
Hailing Por									
	TIC HIGHLA	NDS		Aluminun	n	7500		Propulsion	Reduction
NJ	no mone	1100		Auminu	"	7500		Diesei	Reduction
Place Built				Delivery Date	Date Keel Laid	Gross Tons	Net Tons	DWT	Length
SOME	RSET, MA				01May2000	R-98	R-87	5***	R-130.6
UNITE	DSTATES					1-417	I-156		I-130.6
Owner	0.0.11.11.0			Operator					
SEAST	TREAK LLC			SEASTR	EAK LLC				
2 FIRS	T AVENUE			2 FIRST	AVENUE				
ATLAN	ITIC HIGHL	ANDS NJ	07716	ATLANTI	C HIGHLAND	S NJ 0771	6		
UNITE	D STATES			UNITED	STATES				
	-								
This v	essel must	be manne	d with the following I	icensed ar	nd unlicensed	d personne	el. Included in v	vhich the	re must be
U cert	1 Master	tmen, 0	certified tankermen,						
	O Chief Mate		Master & 1st Class pilot Mate & 1st Class Pilot		0 Radio Officer(0 Chief Engineer		0 QMED/Rating
	0 2nd Mate/O	ICNW	1 Lic. Mate/OICNW		Able Seamen Ordinary Search		0 1st Asst. Engr/2	_	0 Oilers
	0 3rd Mate/O		0 1st Class Pilot		0 Ordinary Sear4 Deckhands	men	0 2nd Asst. Engr/30 3rd Asst. Engr.	ora Engr.	
					4 Decknands		0 Lic. Engr.		
							o alorangi.		
In addi	tion, this ves	sel may ca	arry 399 passengers,	0 other pe	rsons in crew,	, 0 person	s in addition to o	rew, and	no others.
Total p	ersons allow	red: 405							
Route	Permitted an	d Conditio	ns of Operation:						
La	kes, Ba	ys, an	d Sounds plus	Limit	ed Coast	wise			
NOT MO	ORE THAN	20 MILE	S FROM A HARBOR	OF SAFE	REFUGE.				
THE MI	NIMUM NU	MBER OF	CHILD SIZE LIFE	PRESERV	ERS REQUITE	RED TS 4	1. WHEN MORE	E THAN	41
CHILDE	REN (PERS	ONS WEI	SHING 90 POUNDS	OR LESS)	ARE CARR	IED, ADD	ITIONAL CHI	LD SIZE	LIFE
PRESER	RVERS SHA	LL BE CA	ARRIED SO THAT T	HE VESSE	L HAS AN A	APPROVED	LIFE PRESE	RVER SU	ITABLE
FOR EA	CH CHILD	ON BOAL	RD.						
WHEN T	HE VESSE	L IS AWA	AY FROM THE DOCK	, OR HAS	PASSENGER	RS ON BO	ARD. OR WHEN	N PASSE	NGERS
HAVE A	CCESS TO	THE VES	SSEL FOR A PERIO	D EXCEED	ING 12 HOU	JRS IN A	NY 24 HOUR I	PERIOD,	AN
ALTERN	ATE CREW	SHALL I	BE PROVIDED.						
SEE	NEXT PAGE	E FOR AD	DITIONAL CERTIFICA	TE INFOR	MATION				
1000 0	- 1								
			cation having been con						
			d the vessel, in all resp	ects, is in o	conformity with	i the applic	able vessel insp	ection law	s and the rules
BEAUTIFUL TO STATE OF THE PARTY	ulations pre	The same of the same of the same of	The state of the s	This	lanta lancon d'				
Date	Zone	A/P/Q	y Reinspections Signature	I nis certif	icate issued b	1////			
BUCC			- 1.14./	-	GARYM ME	SSIMER	DR, USCG, BY	DIRECTIO	on l
-	- 10 400	-	1111111	1 '	OF USE INITIAL		e, Marine Inspection	DII LOTI	="
-	-	-	-	1	SECTOR NE	W YORK			
-	-	-	-	1 .		Inspection Zone	1		- 1

Dept of Home Sec., USCG, CG-841 (Rev 4-2000)(v2

OMB No. 2115-0517



Certificate of Inspection

SEASTREAK NEW JERSEY

Certification Date: 18Oct2011

THE MINIMUM CREW SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLE:

PASSENGERS	MASTER	MATE	DECKHANDS
0-149	1	0	3
150-299	1	1	3
300-399	1	1	4

THE VESSEL IS EQUIPPED WITH 8-50 PERSON IBA'S. WHEN THE VESSEL OPERATES BEYOND 3 MILES FROM SHORE FROM 01 NOVEMBER THROUGH THE FRIDAY BEFORE MEMORIAL DAY WEEKEND, THE TOTAL NUMBER OF PERSONS ALLOWED: 405

WHEN THE UPPER DECK IS RESTRICTED FROM PASSENGER ACCESS, THE REQUIRED NUMBER OF DECKHANDS MAY BE REDUCED BY ONE. THE TOTAL NUMBER OF PASSENGERS ALLOWED IS 299.

VESSEL OPERATIONS AND CREW TRAINING SHALL BE CONDUCTED IN ACCORDANCE WITH THE HIGH SPEED CRAFT OPERATIONS MANUAL AND TRAINING PROGRAM MARKED APPROVED BY OCMI NEW YORK DATED 25 OCTOBER 2010.

THE FOLLOWING WAVE HEIGHT/MAXIMUM SPEED RESTRICTION SHALL BE ADHERED TO AT ALL TIMES:

SIGNIFICANT WAVE HEIGHT (FEET)	MAXIMUM SPEED (KNOTS)
0.0 - 1.6	40
1.6 - 3.3	40
3.3 - 4.9	40
4.9 - 6.6	36
6.6 - 8.2	33
8.2 - 9.8	30
9.8 - 11.5	28
11.5 - 13.1	26
13.1 - PLUS	SEEK SHELTER

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

Exam Type Drydock	Next Exam	Last Exam	Prior Exam
	31Mar2013	03Mar2011	16Mar2009
Internal Structure	31Mar2013	03Mar2011	16Mar2009

---Stability---

Letter Approval Date / 12Jan2005 Office/ MSC

---Lifesaving Equipment---

	Number	Perso	ons		Require
Total Equipment for		400	Life	Preservers (Adult)	405
Lifeboats (Total)	0	0	Life	Preservers (Child)	41



Certificate of Inspection

Certification Date: SEASTREAK NEW JERSEY 18Oct2011 3 Lifeboats (Port) * 0 Ring Buoys (Total) Lifeboats(Starbd)* 0 With Lights* 0 With Line Attached* Motor Lifeboats* 0 0 Lifeboats W/Radio* Rescue Boats/Platforms Inflatable Rafts Other* 0 0 Immersion Suits 0 0 400 Portable Lifeboat Radios Life Floats/Buoyant App 0
Inflatable Bouyant App(IBA) 0 Equipped with EPIRB? 0 (* included in totals) ---Fire Fighting Equipment---Number of Fireman Outfits/ 0 Number of Fire Pumps/ 2 *Hose information* Qty 4 Diameter Length Other 1.5 *Fixed Extinguishing Systems* Space Protected PORT E/R Capacity Agent 200 Carbon Dioxide STBD E/R Carbon Dioxide *Fire Extinguishers - Hand portable and semi-portable* Class Type Qty A-II B-II C-I ***END***



Commanding Officer United States Coast Guard Marine Safety Center 2100 2ND ST SW, STOP 7102 WASHINGTON, DC 20593-710 Staff Symbol: MSC-1 Phone: (202) 475-3401 Fax: (202) 475-3920 Email: msc@usec.mil

STABILITY LETTER

Master, SEASTREAK NEW JERSEY, O.N. 1118507 Gladding-Hearn Hull P-328 136.48' x 33.96' Aluminum Catamaran Passenger Ferry (K)

16710/P016685 Serial: H2-1201992 April 19, 2012

You are responsible for maintaining this vessel in a satisfactory stability condition at all times and for following the instructions and precautions listed below. Verification of compliance with 46 CFR 122.315 and 46 CFR 122.335 shall be made prior to departure on each voyage.

A deadweight survey, witnessed by the U.S. Coast Guard, was conducted on the SEASTREAK NEW YORK, O.N. 1105798, a sister vessel to the SEASTREAK NEW JERSEY, O.N. 1118507, at Somerset, Massachusetts on April 3, 2001. On the basis of that survey and a conservative estimate of the lightship vertical center of gravity, stability calculations have been performed. Results indicate that the stability of the SEASTREAK NEW JERSEY, as presently outfitted and equipped is satisfactory for operation on Partially Protected Waters, provided that the following restrictions are observed.

DAMAGE SURVIVAL

When operated as indicated below, calculations indicate this vessel will stay upright (no more than 7 degrees of list under ideal conditions) after bottom or side damage, when the bottom damage is limited to any one compartment in either hull. A major compartment is the total space between any two adjacent Main Transverse Watertight Bulkheads (MTWB's). For this vessel, these MTWB's are located at frames 4, 14, 19, 23 and 27.

Calculations further indicate this vessel will stay upright when damage is limited to both hulls (concurrently) forward of the collision bulkheads, which are located at frame 27. To maintain the vessel upright after flooding (damage), the heeling forces imposed by wind, wave, and passenger movements must be minimized.

OPERATING RESTRICTIONS

- 1. <u>ROUTE</u>: Operation on Partially Protected Waters may be permitted. Since the route is based upon other considerations in addition to stability, you are cautioned that the route may be further limited to that specified on the Certificate of Inspection (COI).
- 2. <u>PERSONNEL</u>: A maximum of 505 persons may be carried on this three deck vessel, of which 500 may be passengers. A maximum of 134 passengers may be carried on the uppermost deck. A combined maximum of 310 passengers may be carried on the uppermost two decks. These numbers are based on an average weight of 185 pounds per person. Since the personnel capacity is based upon other considerations in addition to stability, you are cautioned that the number of persons carried and their distribution may be further limited to that specified on the COI.

16710/P016685 Serial: H2-1201992 April 19, 2012

Subj: SEASTREAK NEW JERSEY, O.N. 1118507; STABILITY LETTER

- 3. <u>DRAFT AND TRIM</u>: The vessel is limited to a maximum mean keel draft amidships of 6 feet 8-1/2 inches. This corresponds to a minimum freeboard of 5 feet 7-7/8 inches measured from the top of the main deck plate at amidships. Amidships is located 3 feet 0-7/16 inches forward of frame 15. Trim shall be minimized.
- 4. <u>WATERTIGHT BULKHEADS</u>: There are no watertight doors in any of the MTWB's. No watertight bulkheads shall be removed or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI).
- 5. <u>HULL OPENINGS</u>: Any openings that could allow water to enter into the hull or deckhouse should be kept closed when rough weather or sea conditions exist or are anticipated.
- WEIGHT CHANGES: This stability letter has been issued on the following lightship parameters:

Displacement 142.58 Long Tons (LT)
VCG 13.42 Feet Above Baseline
LCG 13.93 Feet Aft of Amidships

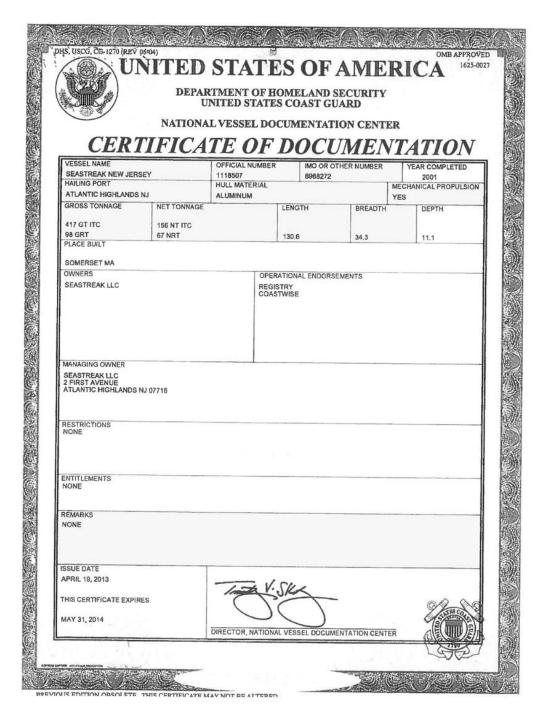
The value of the VCG has been conservatively assumed in lieu of determination by an Inclining Experiment, as allowed by 46 CFR 170.175(d). Any alteration resulting in a change in these parameters may invalidate this stability letter. The vessel is not fitted with permanent ballast. No fixed ballast or other such weights shall be added, removed, altered or relocated without the authorization and supervision of the cognizant OCMI.

- 7. <u>DECK CARGO</u>: No deck cargo may be carried.
- 8. <u>TANKS</u>: Any cross-connections between port and starboard tank pairs shall be kept closed at all times when underway.
- BILGES: The vessel's bilges and voids shall be kept pumped to minimum content at all
 times consistent with pollution prevention requirements.
- 10. <u>FREEING PORTS</u>: Deck freeing ports shall be maintained operable and completely unobstructed at all times.
- 11. <u>LIST</u>: You should make every effort to determine the cause of any list of the vessel before taking corrective action.

This stability letter shall be posted under glass or other suitable transparent material in the pilothouse of the vessel so that all pages are visible. This letter supersedes any stability guidance previously issued to the vessel.

W. R. ARGUN IX Commander, U.S. Coast Guard By direction

2





CERTIFICATE OF ELIGIBILITY

For January 1 - December 31, 2015

Maritime Transportation Security Act of 2002
Title 33, Code of Federal Regulations, Subchapter H, Parts 101, 104 and 105

Seastreak LLC

The Passenger Vessel Association certifies that is a member in good standing for calendar year 2015. This vessel and associated facilities are entitled to use, and have requested, the PVA Industry Standard for the Security of Passenger Vessels and Small Passenger Vessels and their Facilities to comply with the requirements of the Maritime Transportation Security Act of 2002, and its implementing regulation, from January 1 - December 31, 2015 for the following vessel:

VESSEL NAME
SeaStreak New Jersey

1118507

OFFICIAL NUMBER

This certificate is not transferable should the vessel be chartered or sold.

Terri Bernstein, President, PVA

103 Oronoco Street, Suite 200 Alemadria, VA 22314

35. Appendix 5: Vessel Documentation: Seastreak Wall Street

A STATE OF THE PARTY OF THE PAR	THE REAL PROPERTY.						Certification Da		24 Jul 2012
199	1990				es of America		Expiration Date	:	31 Jul 2017
					Homeland Security		IMO Number:		8982010
A GAR		~			s Coast Guard				
A Car	O GO	Ce	ertifica	te	e of In	spe	ectioi	7	
For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.									
Vessel Name SEASTF	REAK WALL	STREET		Official 1145	Number 5690	Call Sign WDE403	30	Service Passeng	ger (Inspected)
Hailing Port ATLANT NJ	TC HIGHLAI	NDS		Alun	_{ninum}	Horsepower 7500		Propulsion Diesel R	Reduction
Place Built					y Date Date Keel Laid	Gross Tons	Net Tons	DWT	Length
SOMER	SET, MA			30Se	p2003 18Nov2002	R-98 I-417	R-67 I-156		R-130.6 I-130.6
UNITED	STATES					1311	1-130		1-130.0
Owner				Operate					
	REAK LLC I AVENUE				STREAK LLC RST AVENUE				
	TIC HIGHLA	NDS N.I.O	7716		ANTIC HIGHLANDS	S N.I.077	16		
	STATES	11100, 110	77710		TED STATES	0, 140 077	10		
			with the following I					vhich the	re must be
	fied lifeboat 1 Master		ertified tankermen,						
	Chief Mate		 Master & 1st Class pilot Mate & 1st Class Pilot 		0 Radio Officer(s0 Able Seamen/	,	 Chief Engineer 1st Asst. Engr/2 	nd Engr	0 QMED/Rating 0 Oilers
	0 2nd Mate/OI	CNW	1 Lic. Mate/OICNW		Ordinary Sean		0 2nd Asst. Engr/3	-	o olleis
	0 3rd Mate/Old	CNW	0 1st Class Pilot		4 Deckhands		0 3rd Asst. Engr.		
*							0 Lic. Engr.		
	ion, this vess		rry 499 passengers,	0 oth	ner persons in crew,	0 person	ns in addition to o	crew, and	no others.
			ns of Operation:						
La	kes, Ba	ys, an	d Sounds plus	Li	mited Coastw	vise	_		
NOT MO	RE THAN 2	20 MILES	FROM A HARBOR	OF S.	AFE REFUGE.				
			CHILD SIZE LIFE HING 90 POUNDS						
			RRIED SO THAT T						
EACH C	HILD ON H	BOARD.							
TE THE	VESSET.	VAWA 21	FROM THE DOCK,	OP P	ACCENCEDS ADE	ON BONE	OD UNITE N	CCESS T	O THE
			F WORK EXCEEDIN						
AN ALT	ERNATE C	REW SHAI	L BE PROVIDED.	WORK	INCLUDES ANY	ACTIVIT	TY THAT IS P	ERFORME	D ON
SEE	NEXT PAGE	F FOR AD	DITIONAL CERTIFICA	ATE II	NEORMATION				
-			cation having been cor			nds. N.I. t	he Officer in Cha	rge Marin	e Inspection
			d the vessel, in all resp						
and reg	julations pre	scribed the	reunder.						
			y Reinspections	This	s certificate issued b	S. DM	10		
Date	Zone - Size NY	A/P/Q	Signature	201	GARVM M	IESEMED.	, CDR, USCG, B	Y DIPECT	TION
-	-	-	-	Offi	cer in Charge, Marine Inspection		, CDIN, 0000, B	DINLO	
-	-	-	-] _			OR NEW YORK		
-	-	! -	-	los	pection Zone				

Dept. of Home Sec., USCG, CG-841 (Rev 4-2000)(v2)

OMB No. 2115-0517



Certificate of Inspection

SEASTREAK WALL STREET Certification Date: 24Jul2012

BEHALF OF THE VESSEL, ITS CREW OR PASSENGERS, OR FOR THE OWNER OR OPERATOR. THIS INCLUDES STANDING WATCHES, PERFORMING MAINTENANCE ON THE VESSEL OR ITS APPLIANCES, LOADING STORES, OR PERFORMING ADMINISTRATIVE TASKS, WHETHER UNDERWAY OR AT THE DOCK.

THE MINIMUM CREW SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLE:

PASSENGERS	MASTER	MATE	DECKHANDS
0-149	1	0	3
150-299	1	1	3
300-499	1	1	4

WHEN THE UPPER DECK IS RESTRICTED FROM PASSENGER ACCESS, THE REQUIRED NUMBER OF DECKHANDS MAY BE REDUCED BY ONE. THE TOTAL NUMBER OF PASSENGERS ALLOWED IS 400.

WHEN OPERATING WITH MORE THAN ONE HUNDRED AND FIFTY (150) PASSENGERS, THE LICENSED MATE MAY BE REPLACED BY A SENIOR DECKHAND WHO IS DESIGNATED IN WRITING BY THE MASTER IN ACCORDANCE WITH U.S. COAST GUARD NAVIGATION AND INSPECTION CIRCULAR (NVIC) NO. 1-91. THE SENIOR DECKHAND SHALL BE CAPABLE OF DIRECTING EMERGENCY RESPONSE ACTIONS OF THE VESSEL'S CREW. IN THE EVENT THE MASTER BECOMES INCAPACITATED, THE SENIOR DECKHAND SHALL BE CAPABLE OF RETURNING THE VESSEL SAFELY TO PORT. A COPY OF THE DESIGNATION LETTER SHALL BE MAINTAINED ON BOARD THIS VESSEL.

VESSEL OPERATIONS AND CREW TRAINING SHALL BE CONDUCTED IN ACCORDANCE WITH THE HIGH SPEED CRAFT OPERATIONS MANUAL AND TRAINING PROGRAM MARKED APPROVED BY OCMI NEW YORK DATED 04 FEBRUARY 2013.

THE FOLLOWING WAVE HEIGHT/MAXIMUM SPEED RESTRICTION SHALL BE ADHERED TO AT ALL TIMES:

SIGNIFICANT WAVE HEIGHT (FEET)	MAXIMUM SPEED (KNOTS)
0.0 - 1.6	40
1.6 - 3.3	40
3.3 - 4.9	40
4.9 - 6.6	36
6.6 - 8.2	33
8.2 - 9.8	30
9.8 - 11.5	28
11.5 - 13.1	26
13.1 - PLUS	SEEK SHELTER

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

Hull Exams			
Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	28Feb2015	20Feb2013	05Jul2012
Internal Structure	205-2015	20Feb2013	05.7112012



Certificate of Inspection

SEASTREAK WALL

Certification Date: 24Jul2012

STREET				210012012
Stability				
	l Date /	227012012	Office/ Manier C-F	tu Cantan
Lecter Appro	var Date /	230012012	Office/ Marine Safe	ety Center
Inspection St	atus			
Fuel Tanks				
	rnal Examin	ations		
	ious	Las	st Next	
Port F/O -		-	-	
Stbd F/O -		-	-	
Lifesaving Eq	minmont	_		
Laresaving Eq		mber Person		Required
Total Equipment for		400	Life Preservers (Adult)	505
Lifeboats (Total)	0	0	Life Preservers (Child)	51
Lifeboats(Port)*	0	0	Ring Buoys (Total)	3
Lifeboats(Starbd)		0	With Lights*	1
Motor Lifeboats*	0	0	With Line Attached*	1
Lifeboats W/Radio		0	Other*	1
Rescue Boats/Platfo		0	Immersion Suits	0
Inflatable Rafts	0	0	Portable Lifeboat Radios	0
Life Floats/Buoyant Inflatable Bouyant			Equipped with EPIRB? (* included in totals)	Yes
Initiacable bouyant	upp (IBM) 0	400	(" Included in totals)	
Fire Fighting	Equipmen	t		
Number of Fireman O			Number of Fire Pumps/ 2	
			-	
Hose information	_			
Qty Diameter 1 1.5	Length			
1 1.5	50 50			
1 1.5	50			
1 1.5	50			
*Fixed Extinguishin				
Capacity			Space Prot	
	Carbon Diox		Port Engin	
200	Carbon Diox	Ride	Starboard	Engineroom
Fire Extinguishers	- Hand por	table and	semi-portable	
	Class Type			
	A-II			
1 -	B-I			
4	B-II			
END				
END				
II .				



Commanding Officer United States Coast Guard Marine Safety Center 2100 2ND ST SW, STOP 7102 WASHINGTON, DC 20593-710 Staff Symbol: MSC-1 Phone: (202) 475-3401 Fax: (202) 475-3920 Email: msc@usco.mil

16710/P016685 Serial: H2-1201993

April 19, 2012

STABILITY LETTER

Master, SEASTREAK WALL STREET, O.N. 1145690 Gladding-Hearn Hull P-342

136.48' x 33.96' Aluminum Catamaran Passenger Ferry (K)

You are responsible for maintaining this vessel in a satisfactory stability condition at all times and for following the instructions and precautions listed below. Verification of compliance with 46 CFR 122.315 and 46 CFR 122.335 shall be made prior to departure on each voyage.

A deadweight survey, witnessed by the U.S. Coast Guard, was conducted on the SEASTREAK NEW YORK, O.N. 1105798, a sister vessel to the SEASTREAK WALL STREET, O.N. 1145690, at Somerset, Massachusetts on April 3, 2001. On the basis of that survey, a conservative estimate of the lightship vertical center of gravity, and additional weight and moment calculations, stability calculations have been performed. Results indicate that the stability of the SEASTREAK WALL STREET, as presently outfitted and equipped is satisfactory for operation on Partially Protected Waters, provided that the following restrictions are observed.

DAMAGE SURVIVAL

When operated as indicated below, calculations indicate this vessel will stay upright (no more than 7 degrees of list under ideal conditions) after bottom or side damage, when the bottom damage is limited to any one compartment in either hull. A major compartment is the total space between any two adjacent Main Transverse Watertight Bulkheads (MTWB's). For this vessel, these MTWB's are located at frames 4, 14, 19, 23 and 27.

Calculations further indicate this vessel will stay upright when damage is limited to both hulls (concurrently) forward of the collision bulkheads, which are located at frame 27. To maintain the vessel upright after flooding (damage), the heeling forces imposed by wind, wave, and passenger movements must be minimized.

OPERATING RESTRICTIONS

- ROUTE: Operation on Partially Protected Waters may be permitted. Since the route is based upon other considerations in addition to stability, you are cautioned that the route may be further limited to that specified on the Certificate of Inspection (COI).
- 2. <u>PERSONNEL</u>: A maximum of 505 persons may be carried on this three deck vessel, of which 500 may be passengers. A maximum of 134 passengers may be carried on the uppermost deck. A combined maximum of 310 passengers may be carried on the uppermost two decks. These numbers are based on an average weight of 185 pounds per person. Since the personnel capacity is based upon other considerations in addition to stability, you are cautioned that the number of persons carried and their distribution may be further limited to that specified on the COI.

16710/P016685 Serial: H2-1201993 April 19, 2012

Subj: SEASTREAK WALL STREET, O.N. 1145690; STABILITY LETTER

- 3. <u>DRAFT AND TRIM</u>: The vessel is limited to a maximum mean keel draft amidships of 6 feet 8-1/2 inches. This corresponds to a minimum freeboard of 5 feet 7-7/8 inches measured from the top of the main deck plate at amidships. Amidships is located 3 feet 0-7/16 inches forward of frame 15. Trim shall be minimized.
- 4. <u>WATERTIGHT BULKHEADS</u>: There are no watertight doors in any of the MTWB's. No watertight bulkheads shall be removed or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI).
- HULL OPENINGS: Any openings that could allow water to enter into the hull or deckhouse should be kept closed when rough weather or sea conditions exist or are anticipated.
- 6. <u>WEIGHT CHANGES</u>: This stability letter has been issued on the following lightship parameters:

Displacement 141.83 Long Tons (LT)
VCG 13.26 Feet Above Baseline
LCG 14.46 Feet Aft of Amidships

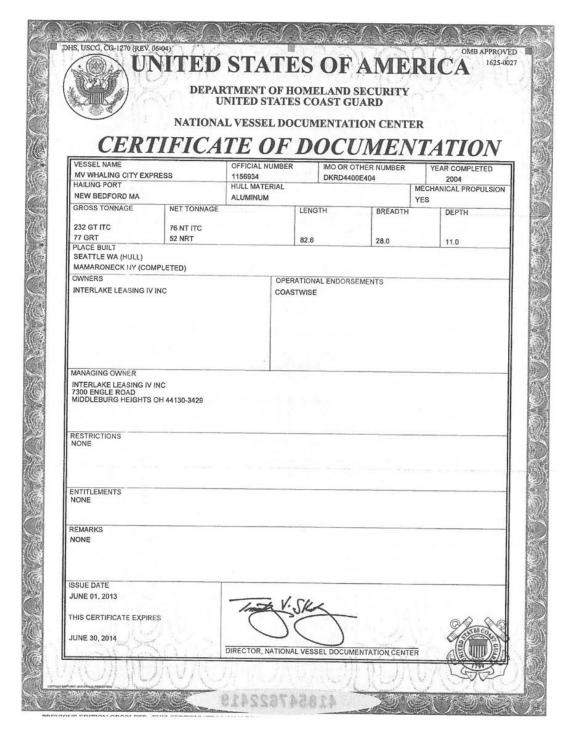
The value of the VCG has been conservatively assumed in lieu of determination by an Inclining Experiment, as allowed by 46 CFR 170.175(d). Any alteration resulting in a change in these parameters may invalidate this stability letter. The vessel is not fitted with permanent ballast. No fixed ballast or other such weights shall be added, removed, altered or relocated without the authorization and supervision of the cognizant OCMI.

- DECK CARGO: No deck cargo may be carried.
- 8. <u>TANKS</u>: Any cross-connections between port and starboard tank pairs shall be kept closed at all times when underway.
- 9. <u>BILGES</u>: The vessel's bilges and voids shall be kept pumped to minimum content at all times consistent with pollution prevention requirements.
- 10. <u>FREEING PORTS</u>: Deck freeing ports shall be maintained operable and completely unobstructed at all times.
- 11. <u>LIST</u>: You should make every effort to determine the cause of any list of the vessel before taking corrective action.

This stability letter shall be posted under glass or other suitable transparent material in the pilothouse of the vessel so that all pages are visible. This letter supersedes any stability guidance previously issued to the vessel.

Commander, U.S. Coast Guard

By direction





CERTIFICATE OF ELIGIBILITY

For January 1 - December 31, 2015

Maritime Transportation Security Act of 2002
Title 33, Code of Federal Regulations, Subchapter H, Parts 101, 104 and 105

The Passenger Vessel Association certifies that Seastreak LLC

is a member in good standing for calendar year 2015. This vessel and associated facilities are entitled to use, and have requested, the PVA Industry Standard for the Security of Passenger Vessels and Small Passenger Vessels and their Facilities to comply with the requirements of the Maritime Transportation Security Act of 2002, and its implementing regulation, from January 1 - December 31, 2015 for the following vessel:

VESSEL NAME

SeaStreak Wall St.

OFFICIAL NUMBER

1145690

This certificate is not transferable should the vessel be chartered or sold.

Terri Bernstein, President, PVA

Wessel Association

103 Oronoco Street, Suite 200 Alerandria, VA 22314

John R. Groundwater, Executive "rector, PVA

36. Appendix 6: Vessel Documentation: Seastreak Highlands

PERTON	den de la companya de		2		Certification Date	
000		Departm	d States of America lent of Homeland Security States Coast Guard		Expiration Date: IMO Number:	24 Feb 201 9270270
Forship		Certifica ges this certificate fulfills the re	4/	- 4		
Joseel Name			Official Number	Call Sign		Service
EASTR	REAK HIGHLANDS		1151440	WDE40	31	Passenger (Inspected
Halling Port HIGHLA NJ	NDS		Hull Material Aluminum	Horsepower 7500		Propulsion Diesel Reduction
Place Built			Delivery Date Date Keel Laid	Gross Tons R-98	Net Tons R-67	DWT Length R-130.5
	SET, MA		26Feb2004 16Apr2003	I-417	I-156	I-130.5
	STATES					AS VALUE
	REAK LLC T AVENUE		SEASTREAK LLC 2 FIRST AVENUE			
	TIC HIGHLANDS, I STATES	NJ 07716	ATLANTIC HIGHLAN UNITED STATES	DS, NJ 077	16	
	1 Master 0 Chief Mate 0 2nd Mate/OICNW	Master & 1st Class pilot Mate & 1st Class Pilot	0 Able Seame		 Chief Engineer 1st Asst. Engr/2nd 	0 QMED/Rati LEngr. 0 Oilers
n additi	0 3rd Mate/OICNW	Lic. Mate/OICNW 1st Class Pilot y carry 499 passengers,	0 Ordinary Se 4 Deckhands 0 other persons in cre		0 2nd Asst. Engr/3rd 0 3rd Asst. Engr. 0 Lic. Engr. ns in addition to cre	
n additi Fotal pe Route PLa: OT MOI HE MII HILDRI	o 3rd Mate/OICNW ion, this vessel may ersons allowed: 50 ermitted and Cond kes, Bays, RE THAN 20 MI NIMUM NUMBER (EN (PERSONS W)	0 1st Class Pilot y carry 499 passengers, 5 iitions of Operation: and Sounds plus LES FROM A HARBOR OF CHILD SIZE LIFE EIGHING 90 POUNDS	4 Deckhands 0 other persons in cre Limited Coast OF SAFE REFUGE. PRESERVERS REQU OR LESS] ARE CAR	w, 0 perso	O 3rd Asst. Engr. O Lic. Engr. ns in addition to cre	ew, and no others. THAN 51 D SIZE LIFE
In additi Total pe Route PLa OT MOI HE MIL HILDRI RESER' ACH CI	0 3rd Mate/OICNW ion, this vessel may ersons allowed: 50 Permitted and Cond kes, Bays, IRE THAN 20 MII NIMUM NUMBER OF PRISONS WERSONS WERS SHALL BE HILD ON BOARD HE VESSEL IS A	o 1st Class Pilot y carry 499 passengers, 5 itions of Operation: and Sounds plus LES FROM A HARBOR OF CHILD SIZE LIFE EIGHING 90 POUNDS CARRIED SO THAT 1 AWAY FROM THE DOCK L FOR A PERIOD EXC	4 Deckhands 0 other persons in cre Limited Coast OF SAFE REFUGE. PRESERVERS REQU OR LESS) ARE CARI HE VESSEL HAS AN OR HAS PASSENGI	twise IRED IS RIED, AD APPROVE	0 3rd Asst Engr. 0 Lie Engr. ns in addition to cre 51. WHEN MORE DITIONAL CHILL D LIFE PRESERV	THAN 51 D SIZE LIFE VER SUITABLE FOR
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in addition in addition in addition in addition in addition in a control in a contr	o 3rd Mate/OICNW ion, this vessel may ersons allowed: 50 ormitted and Cond was, Bays, RE THAN 20 MII NIMUM NUMBER (EN (PERSONS W VERS SHALL BE HILL ON BOARD HE VESSEL IS : TO THE VESSEL HALL BE PROVI NEXT PAGE FOR IS INSECTION FOR CER NEW YORK certulations prescribed inual/Periodic/Quatinual/Periodic/Quatinual/Periodic/Quatinus prescribed inual/Periodic/Quatinus 1st Class Pilot y carry 499 passengers, 5 ititions of Operation: and Sounds plus LES FROM A HARBOR OF CHILD SIZE LIFE EIGHING 90 POUNDS CARRIED SO THAT T . AMAY FROM THE DOCK L FOR A PERIOD EXC DED. ADDITIONAL CERTIFIC ritification having been co tified the vessel, in all res t thereunder.	4 Deckhands 0 other persons in cre Limited Coast OF SAFE REFUGE. PRESERVERS REQUIOR LESS) ARE CARI HE VESSEL HAS AN OR HAS PASSENG EEDING 12 HOURS ATE INFORMATION*** mpleted at Atlantic High	w, 0 person twise IRED IS REED, AD APPROVE ERS ON B IN ANY 2	0 3rd Asst Engr. 0 Lic Engr. ns in addition to cre 51. WHEN MORE 51. WHEN MORE 51. TOWAL CHILL D LIFE PRESERV DARD, OR WHEN 4 HOUR PERIOD,	THAN 51 D SIZE LIFE VER SUITABLE FOR PASSENGERS HAVE, AN ALTERNATE	
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Certificate of Inspection

SEASTREAK HIGHLANDS

PASSENGERS	MASTER	MATE	DECKHANDS
0-149	1	0	3
150-299	1	1	3

THE MINIMUM CREW SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLE:

THE VESSEL IS EQUIPPED WITH 8 - 50 PERSON INFLATABLE BOUYANT APPARATUS. WHEN THE VESSEL OPERATES BEYOND 3 MILES FROM SHORE FROM 01 NOVEMBER THROUGH THE FRIDAY BEFORE MEMORIAL DAY WEEKEND, THE TOTAL NUMBER OF PERSONS ALLOWED: 400

A MAXIMUM OF 134 FASSENGERS MAY BE CARRIED ON THE UPPERMOST DECK. A COMBINED MAXIMUM OF 310 PASSENGERS MAY BE CARRIED ON THE UPPERMOST TWO DECKS.

WHEN THE UPPER DECK IS RESTRICTED FROM PASSENGER ACCESS, THE REQUIRED NUMBER OF DECKHANDS MAY BE REDUCED BY ONE. THE TOTAL NUMBER OF PASSENGERS ALLOWED IS 450.

VESSEL OPERATIONS AND CREW TRAINING SHALL BE CONDUCTED IN ACCORDANCE WITH THE HIGH SPEED CRAFT OPERATIONS MANUAL AND TRAINING PROGRAM MARKED APPROVED BY OCMI NEW YORK DATED 25 OCTOBER 2010.

THE FOLLOWING WAVE HEIGHT/MAXIMUM SPEED RESTRICTION SHALL BE ADHERED TO AT ALL TIMES:

SIGNIFICANT WAVE HEIGHT (FEET)	MAXIMUM SPEED (KNOTS)
0.0 - 1.6	40
1.6 - 3.3	40
3.3 - 4.9	40
4.9 - 6.6	36
6.6 - 8.2	33
8.2 - 9.8	30
9.8 - 11.5	28
11.5 - 13.1	26
13.1 - PLUS	SEEK SHELTER

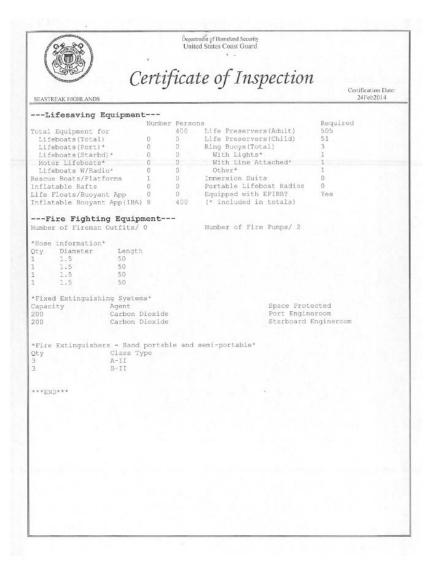
PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Evams---

110111			
Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	30Apr2015	26Apr2013	06May2011
Internal Structure	30Apr2015	26Apr2013	06May2011

---Stability---

Approval Date / 19Apr2012 Office/ Marine Safety Center





Commanding Officer United States Coast Guard Marine Safety Center

2100 2ND ST SW, STOP 7102 WASHINGTON, DC 20593-7102 Staff Symbol: MSC-1 Phone: (202) 475-3401 Fax: (202) 475-3920 Email: msc@uscg.mil

STABILITY LETTER

Master, SEASTREAK HIGHLANDS, O.N. 1151440 Gladding-Hearn Hull P-343 16710/P016685 Serial: H2-1201994 April 19, 2012

136.48' x 33.96' Aluminum Catamaran Passenger Ferry (K)

You are responsible for maintaining this vessel in a satisfactory stability condition at all times and for following the instructions and precautions listed below. Verification of compliance with 46 CFR 122.315 and 46 CFR 122.335 shall be made prior to departure on each voyage.

A deadweight survey, witnessed by the U.S. Coast Guard, was conducted on the SEASTREAK NEW YORK, O.N. 1105798, a sister vessel to the SEASTREAK HIGHLANDS, O.N. 1151440, at Somerset, Massachusetts on April 3, 2001. On the basis of that survey, a conservative estimate of the lightship vertical center of gravity, and additional weight and moment calculations, stability calculations have been performed. Results indicate that the stability of the SEASTREAK HIGHLANDS, as presently outfitted and equipped is satisfactory for operation on Partially Protected Waters, provided that the following restrictions are observed.

DAMAGE SURVIVAL

When operated as indicated below, calculations indicate this vessel will stay upright (no more than 7 degrees of list under ideal conditions) after bottom or side damage, when the bottom damage is limited to any one compartment in either hull. A major compartment is the total space between any two adjacent Main Transverse Watertight Bulkheads (MTWB's). For this vessel, these MTWB's are located at frames 4. 14, 19, 23 and 27.

Calculations further indicate this vessel will stay upright when damage is limited to both hulls (concurrently) forward of the collision bulkheads, which are located at frame 27. To maintain the vessel upright after flooding (damage), the heeling forces imposed by wind, wave, and

OPERATING RESTRICTIONS

- 1. <u>ROUTE</u>: Operation on Partially Protected Waters may be permitted. Since the route is based upon other considerations in addition to stability, you are cautioned that the route may be further limited to that specified on the Certificate of Inspection (COI).
- 2. <u>PERSONNEL</u>: A maximum of 505 persons may be carried on this three deck vessel, of which 500 may be passengers. A maximum of 134 passengers may be carried on the uppermost deck. A combined maximum of 310 passengers may be carried on the uppermost two decks. These numbers are based on an average weight of 185 pounds per person. Since the personnel capacity is based upon other considerations in addition to stability, you are cautioned that the COI.

16710/P016685 Serial: H2-1201994 April 19, 2012

Subj: SEASTREAK HIGHLANDS, O.N. 1151440; STABILITY LETTER

- 3. <u>DRAFT AND TRIM</u>: The vessel is limited to a maximum mean keel draft amidships of 6 feet 8-1/2 inches. This corresponds to a minimum freeboard of 5 feet 7-7/8 inches measured from the top of the main deck plate at amidships. Amidships is located 3 feet 0-7/16 inches forward of frame 15. Trim shall be minimized.
- 4. <u>WATERTIGHT BULKHEADS</u>: There are no watertight doors in any of the MTWB's. No watertight bulkheads shall be removed or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI).
- HULL OPENINGS: Any openings that could allow water to enter into the hull or deckhouse should be kept closed when rough weather or sea conditions exist or are anticipated.
- 6. <u>WEIGHT CHANGES</u>: This stability letter has been issued on the following lightship parameters:

Displacement 141.83 Long Tons (LT)
VCG 13.26 Feet Above Baseline
LCG 14.46 Feet Aft of Amidships

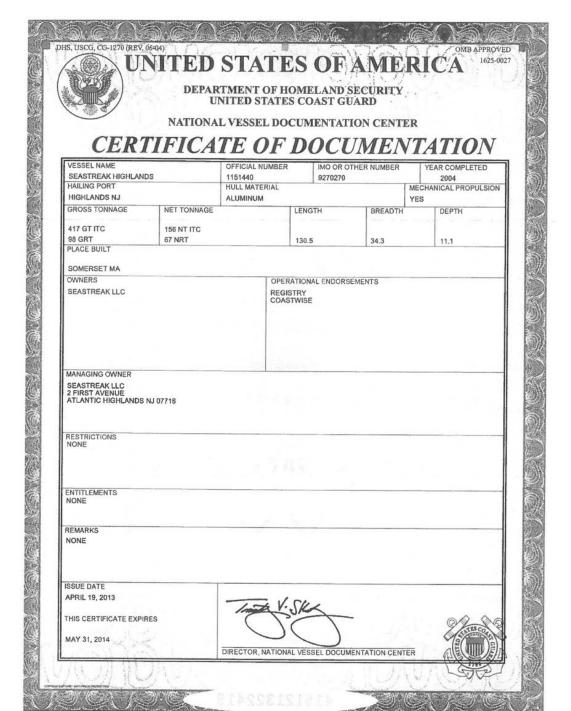
The value of the VCG has been conservatively assumed in lieu of determination by an Inclining Experiment, as allowed by 46 CFR 170.175(d). Any alteration resulting in a change in these parameters may invalidate this stability letter. The vessel is not fitted with permanent ballast. No fixed ballast or other such weights shall be added, removed, altered or relocated without the authorization and supervision of the cognizant OCMI.

- DECK CARGO: No deck cargo may be carried.
- 8. <u>TANKS</u>: Any cross-connections between port and starboard tank pairs shall be kept closed at all times when underway.
- BILGES: The vessel's bilges and voids shall be kept pumped to minimum content at all
 times consistent with pollution prevention requirements.
- FREEING PORTS: Deck freeing ports shall be maintained operable and completely unobstructed at all times.
- 11. <u>LIST</u>: You should make every effort to determine the cause of any list of the vessel before taking corrective action.

This stability letter shall be posted under glass or other suitable transparent material in the pilothouse of the vessel so that all pages are visible. This letter supersedes any stability guidance previously issued to the vessel.

W. R. ARGUN IN Commander, U.S. Coast Guard

By direction



PREVIOUS EDITION OBSOLETE. THIS CERTIFICATE MAY NOT BE ALTERED



CERTIFICATE OF ELIGIBILITY

For January 1 - December 31, 2015

Maritime Transportation Security Act of 2002
Title 33, Code of Federal Regulations, Subchapter H, Parts 101, 104 and 105

The Passenger Vessel Association certifies that Seastreak LLC

is a member in good standing for calendar year 2015. This vessel and associated facilities are entitled to use, and have requested, the PVA Industry Standard for the Security of Passenger Vessels and Small Passenger Vessels and their Facilities to comply with the requirements of the Maritime Transportation Security Act of 2002, and its implementing regulation, from January I - December 31, 2015 for the following vessel:

VESSEL NAME

Seastreak Highlands

OFFICIAL NUMBER

1151440

This certificate is not transferable should the vessel be chartered or sold.

Terri Bernstein, President, PVA

Pussenger Vessel Association

103 Oronoco Street, Suite 200 Alecandria, VA 22314

John R. Groundwater Executive Tractor PV

37. Appendix 7: Vessel Documentation: Whaling City Express

anting.			Certification Da	ate:	25 Apr 201
OR PO	d States of America		Expiration Date	9:	25 Apr 201
	nent of Homeland Security	IMO Number:			
Certifica	States Coast Guard	ncn	oction	n	
For ships on international voyages this certificate fulfills the re					NG DOCUMENT.
Vessel Name	Official Number	Call Sign		Service	
WHALING CITY EXPRESS	1156934	WDB81	59	Passer	nger (Inspected
Hailing Pert New Bedford	Hull Material Aluminum	Новыромит 2820		Propulsion	Reduction
MA	Aluminum	2020		Diesei	Reduction
Place Built	Delivery Dide - Date Keel Laid	Gross Tons	Net Tons	DWT	Longth
Mamaroneck, NY	07Jun2004	R-77 1-232	R-52 I-76		R-82.6 I-
JNITED STATES		6,000			
NTERLAKE LEASING IV	NEW ENGLAND FAS	T FERRY	CO. OF		
1 LANDMARK SQUARE, SUITE 710	MASSACHUSETTS,				
STAMFORD, CT 06901	STATE PIER				
UNITED STATES	NEW BEDFORD, MA				
This vessel must be manned with the following	UNITED STATES	ed nersonr	el Included in	which the	ere must he
0 certified lifeboatmen, 0 certified tankermen,				willon an	ore must be
1 Master 0 Master & 1st Class pilo			0 Chief Engineer		0 QMED/Ratio
0 Chief Mate D Mate & 1st Class Pilot	0 Able Seame		0 1st Asst. Engr/2		0 Oilers
0 2nd Mate/OICNW 0 Lic. Mate/OICNW 0 3rd Mate/OICNW 0 1st Class Pilot	0 Ordinary Se	amén	2nd Asst. Engr/3rd Engr. 3rd Asst. Engr.		
0 3rd Mate/OlGNW 0 1st Class Plict	2 Decknands			Lic. Engr.	
In addition, this vessel may carry 149 passengers, Total persons allowed: 153	1 other persons in cre-	w, 0 perso	ns in addition to	crew, and	I no others.
Route Permitted and Conditions of Operation:Lakes, Bays, and Sounds plus	Limited Coast	twise	_		
ETWEEN WATCH HILL, RI AND MANOMET, M	MA NOT MORE THAN	20 MILES	FROM A HARB	OR OF	SAFE
OWER NEW YORK INSIDE A LINE DRAWN FR					
ERSEY; LONG ISLAND SOUND INSIDE OF A IGHT ON BLOCK ISLAND.	LINE DRAWN BETWI	EEN MONT	AUK POINT LI	GHT TO	SOUTHEAST
ASED UPON DET NORSKE VERITAS (DNV) P					
IMITED BY THE STRUCTURAL APPROVAL TO EFUGE.	LESS THAN 20 NAU	JTICAL M	ILES FROM A	HARBOR	OF SAFE
	ATE INFORMATIONISS				
**SEE NEXT PAGE FOR ADDITIONAL CERTIFIC	ALEINFURIVATION				
With this Inspection for Certification having been co.	mpleted at New York, N				
Nith this Inspection for Certification having been con NEW YORK certified the vessel, in all respects, is in	mpleted at New York, N				
With this Inspection for Certification having been co- NEW YORK certified the vessel, in all respects, is in egulations prescribed thereunder.	mpleted at New York, N n conformity with the app	olicable ves			
With this Inspection for Certification having been co NEW YORK certified the vessel, in all respects, is in egulations prescribed thereunder. Annual/Periodic/Quarterly Reinspections	mpleted at New York, N	olicable ves			
With this Inspection for Certification having been co NEW YORK certified the vessel, in all respects, is in egulations prescribed thereunder. Annual/Periodic/Quarterly Reinspections Date Zone AP/Q Signature	mpleted at New York, N n conformity with the app This certificate (ssued	blicable ves		vs and the	e rules and
With this Inspection for Certification having been co NEW YORK certified the vessel, in all respects, is in egulations prescribed thereunder. Annual/Periodic/Quarterly Reinspections Date Zone AP/Q Signature	mpleted at New York, N n conformity with the app This certificate (ssued	bijaulo R MATTER	sel inspection lav	vs and the	e rules and
	mpleted at New York, No conformity with the app	bijaulo R MATTER	sel inspection lav	vs and the	e rules and



Certificate of Inspection

WHALING CITY EXPRESS

Certification Date: 25Apr2014

THE VESSEL MUST COMPLY WITH THE APPROVED SEA-KEEPING GUIDELINES WHICH MUST BE POSTED IN

IF THE VESSEL IS AWAY FROM DOCK, OR PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN A24 HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED.

WHEN OPERATING WITH 30 OR LESS PASSENGERS AND THE UPPER DECK IS SECURED TO PASSENGERS, THE VESSEL MAY OPERATE WITH: 1 MASTER AND 1 DECKHAND.

A TYPE 1 CHILD LIFE PRESERVER SHALL BE PROVIDED FOR EACH PERSON ON BOARD UNDER 90 POUNDS

THIS VESSEL HAS DEMONSTRATED SATISFACTORY MANUEVERABILITY AND IS CAPABLE OF SAFELY RECOVERING A PERSON FROM THE WATER DIRECTLY FROM THE VESSEL/USING A RESCUE PLATFORM. THIS WAIVER OF THE REQUIREMENT FOR A RESCUE BOAT IS VALID WITHIN THE NEW YORK MARINE INSPECTION ZONE ONLY.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	31Dec2016	26Apr2014	19Dec2011
Internal Structure	31Dec2016	26Apr2014	16May2013

---Stability---

etter Approval Date / 21Dec2011 Office/ CG MSC

---Liquid/Gas/Solid Cargo Authority/Conditions---

---Lifesaving Equipment---

	Number	Person	ns	Required
Total Equipment for		153	Life Preservers (Adult)	153
Lifeboats (Total)	0	0	Life Preservers (Child)	16
Lifeboats(Port)*	0	0	Ring Buoys(Total)	3
Lifeboats(Starbd)*	0	0	With Lights*	1
Motor Lifeboats*	0	0	With Line Attached*	1
Lifeboats W/Radio*	0	0	Other*	0
Rescue Boats/Platforms	1	0	Immersion Suits	0
Inflatable Rafts	0	0	Portable Lifeboat Radios	0
Life Floats/Buoyant App	0	0	Equipped with EPIRB?	Yes
Inflatable Bouyant App(IBA)	1	150	(* included in totals)	

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0 Number of Fire Pumps/ 2

Hose information

Qty Diameter Length 2 1.5 50

Fixed Extinguishing Systems

CapacityAgentSpace Protected150Carbon DioxidePort Engine Room150Carbon DioxideStarboard Engine Room



Certificate of Inspection

WHALING CITY EXPRESS

Certification Date: 25∆pr2014

Fire Extinguishers - Hand portable and semi-portable

Oty Class Type
4 A-II
1 B-I
3 B-II

END



Commanding Officer United States Coast Guard Marine Safety Center 2100 2ND ST SW, STOP 7102 WASHINGTON, DC 20593-7102 Staff Symbol: MSC-1 Phone: (202) 475-3401 Fax (202) 475-3920 Email: msc@uscg.mil

STABILITY LETTER

16710/P009723 Serial: H1-1104748 December 21, 2011

Master, WHALING CITY EXPRESS, O. N. 1156934 Derecktor Hull DKRD4400E404 95' x 28' x 11' Catamaran Small Passenger Vessel (T)

You are responsible for maintaining this vessel in a satisfactory stability condition at all times and for following the instructions and precautions listed below.

A deadweight survey, witnessed by the U. S. Coast Guard, was conducted on the subject vessel in Mamaroneck, New York on May 25, 2004. On the basis of that survey, and a conservative estimate of the vessel's vertical center of gravity, stability calculations have been performed. Results indicate that the stability of WHALING CITY EXPRESS, as presently outfitted and equipped, is satisfactory for operation on Exposed Waters, provided that the following restrictions are observed.

DAMAGE SURVIVAL

When operated as indicated below, calculations indicate this vessel will stay upright (no more than 7 degrees of list under ideal conditions) after bottom damage when the bottom damage is limited to any one major compartment in either hull and not more than 1 foot upward from the bottom of either hull. A major compartment is the total space between any two adjacent Main Transverse Watertight Bulkheads (MTWB's). For this vessel, these MTWB's are located at frames 2, 8, 14, and 18 in each hull. Calculations further indicate this vessel will stay upright when damage is limited to both hulls (concurrently) forward of the collision bulkheads, which are located at frame 18.

Calculations indicate this vessel will stay upright (no more than 7 degrees of list under ideal conditions) after side damage when the side damage is limited to any one major compartment in either hull and not more than 3 feet 0 inches inboard from the side of either hull. To maintain the vessel upright after flooding (damage), the heeling forces imposed by wind, wave, and passenger movements must be minimized. The calculations do not specifically account for high winds, heavy seas or the movement of passengers to one side.

OPERATING RESTRICTIONS

- ROUTE: Operation on Exposed Waters is permitted. Since the vessel's route is based upon other considerations in addition to stability, you are cautioned that the route may be further limited to that specified on the Certificate of Inspection.
- 2. <u>PERSONNEL</u>: A maximum of 153 persons may be carried on this two-deck vessel, of which 149 may be passengers. Up to 66 passengers may be carried on the upper deck. These numbers are based on an average weight of 185 pounds per person. Since the personnel capacity is based upon other considerations in addition to stability, you are cautioned that the number of persons carried may be further limited to that specified on the Certificate of Inspection.

16710/P009723 Serial: H1-1104748 December 21, 2011

Subj: WHALING CITY EXPRESS, O. N. 1156934; Stability Letter

- 3. <u>FREEBOARD AND DRAFT</u>: A minimum freeboard of 6 feet 7-1/8 inches, as measured from the main deck at amidships, must be maintained. This corresponds to a maximum draft at amidships of 4 feet 4-7/8 inches. Amidships is located at frame 10, 40 feet forward of the stern. The maximum draft is 4 feet 2-3/4 inches at the forward draft mark, and 4 feet 7 inches on the aft draft mark. Trim should be minimized.
- WATERTIGHT DOORS AND BULKHEADS: There are no watertight doors in any MTWB's. No watertight doors or bulkheads shall be added, removed, or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI).
- 5. <u>HULL OPENINGS</u>: Any openings that could allow water to enter the hull or deckhouse should be kept closed when rough weather or sea conditions exist or are anticipated.
- 6. WEIGHT CHANGES: This stability letter has been issued based upon the following light ship parameters:

Displacement 62.57 Metric Tons
VCG (Conservatively Estimated) 3.73 Meters Above the Baseline
LCG 9.90 Meters Forward of the Transom

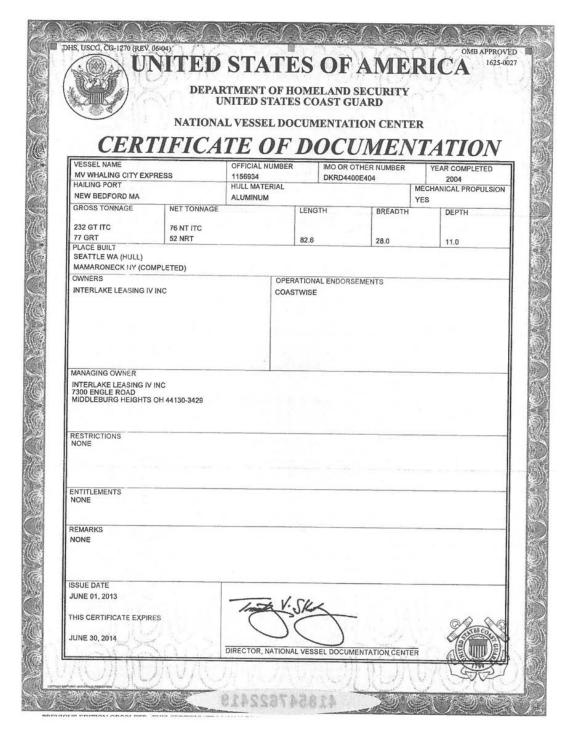
Any alteration resulting in a change in these parameters will invalidate this stability letter. No fixed ballast or other such weights shall be added, removed, altered and/or relocated without the authorization and supervision of the OCMI. The vessel is not fitted with fixed ballast.

- 7. TANKS: Any cross-connections between port and starboard tank pairs shall be kept closed at all times when underway.
- 8. <u>BILGES</u>: The vessel's bilges and voids shall be kept pumped to minimum content at all times consistent with pollution prevention requirements.
- 9. <u>LIST</u>: You should make every effort to determine the cause of any list of the vessel before taking corrective action.
- 10. FREEING PORTS: Deck freeing ports and drains shall be maintained operable and completely unobstructed at all times.

This stability letter shall be posted under glass or other suitable transparent material at the operating station in the pilot house so that all pages are visible. It supersedes any stability information previously issued to the vessel.

Commander, U.S. Coast Guard

By direction



Appendix 8: Vessel Documentation: Martha's Vineyard Express



United States of America Department of Homeland Security **United States Coast Guard**

Certification Date:	17 May 2015
Expiration Date:	17 May 2020
IMO Number:	

Certificate of Inspection

For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.

Vessel Name MV MARTHA'S VINEYARD EXPRESS	Official Number 1167238	Call Sign WDC5128	service Passenger (Inspected)	
Halling Port NEW BEDFORD MA	Hull Material Aluminum	Horsepower 2820	Propulsion Diesel Reduction	
Piece Built MAMARONECK, NY UNITED STATES	Delivery Date	Gross Tons Net Tons R-77 R-52 I-233 I-77	DWT Length R-82.6 I-82.6	
Owner INTERLAKE LEASING IV INC 7300 ENGLE ROAD	Operator NEW ENGLAND FAS MASSACHUSETTS,	the second section is a second of		

MIDDLEBURG HEIGHTS OH 44130-3429

UNITED STATES

STATE PIER NEW BEDFORD MA

UNITED STATES This vessel must be manned with the following licensed and unlicensed personnel. Included in which there must be

0 certified lifeboatmen, 0 certified tankermen, 0 HSC type rating, and 0 GMDSS Operators. 0 Master & 1st Class pilot 0 Radio Officer(s)

0 Chief Mate

0 Chief Engineer

0 QMED/Rating 0 Oilers

0 2nd Mate/OICNW

0 Mate & 1st Class Pilot 0 Lic. Mate/OICNW

0 Able Seamen/ROANW 0 Ordinary Seamen

0 1st Asst. Engr/2nd Engr. 0 2nd Asst. Engr/3rd Engr.

0 3rd Asst. Engr.

0 3rd Mate/OICNW

0 1st Class Pilot

2 Deckhands

0 Lic. Engr.

In addition, this vessel may carry 149 passengers, 0 other persons in crew, 1 persons in addition to crew, and no others. Total persons allowed: 153

Route Permitted and Conditions of Operation:

---Lakes, Bays, and Sounds plus Limited Coastwise---

BETWEEN WATCH HILL, RI AND MANOMET, MA NOT MORE THAN 20 MILES FROM A HARBOR OF SAFE REFUGE.

LOWER NEW YORK BAY INSIDE A LINE DRAWN FROM ROCKAWAY POINT, NEW YORK TO SANDY HOOK, NEW JERSEY; LONG ISLAND SOUND INSIDE OF A LINE DRAWN BETWEEN MONTAUK POINT LIGHT TO SOUTHEAST LIGHT ON BLOCK ISLAND.

BASED UPON DET NORSKE VERITAS (DNV) RULE R3 SERVICE RESTRICTION, THE OPERATING ROUTE IS LIMITED BY THE STRUCTURAL APPROVAL TO LESS THAN 20 NAUTICAL MILES FROM A HARBOR OF SAFE

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at Atalantic Highlands, NJ, the Officer in Charge, Marine Inspection, SECTOR NEW YORK certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

A	Annual/Perio	dic/Quarter	y Reinspections	This certificate issued by:
Date	Zone	A/P/Q	Signature	I Walkellalk
E	-	-	-	HEATHER'R. MATTERN LCDR, USCG BY DIRECTION
-	-	-	-	Officer in Charge, Marine Inspection
-	-	-	-	SECTOR NEW YORK
-	-	-	-	Inspection Zone

Dept. of Home Sec , USCG, CG-841 (Rev 4-2000)(v2)



Department of Homeland Security United States Coast Guard

Certificate of Inspection

MV MARTHA'S VINEYARD EXPRESS Certification Date: 17May2015

THE VESSEL MUST COMPLY WITH THE APPROVED SEA-KEEPING GUIDELINES WHICH MUST BE POSTED IN

IF THE VESSEL IS AWAY FROM DOCK, OR PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN A 24 HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED.

WHEN OPERATING WITH 30 OR LESS PASSENGERS AND THE UPPER DECK IS SECURED TO PASSENGERS, THE VESSEL MAY OPERATE WITH: 1 MASTER AND 1 DECKHAND.

A TYPE 1 CHILD LIFE PRESERVER SHALL BE PROVIDED FOR EACH PERSON ON BOARD UNDER 90 POUNDS

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	28Feb2017	01May2015	20Feb2013
Internal Structure	28Feb2017	01May2015	20Feb2013

---Stability---

Letter Approval Date / 23Dec2011 Office/ CG MSC

---Lifesaving Equipment---

- 1		-			
ĺ		Number	Person	s	Required
١	Total Equipment for		153	Life Preservers (Adult)	153
ı	Lifeboats (Total)	0	0	Life Preservers (Child)	16
ı	Lifeboats (Port) *	0	0	Ring Buoys (Total)	3
ł	Lifeboats(Starbd)*	0	0	With Lights*	1
1	Motor Lifeboats*	0	0	With Line Attached*	1
ì	Lifeboats W/Radio*	0	0	Other*	1
ı	Rescue Boats/Platforms	0	0	Immersion Suits	0
1	Inflatable Rafts	1	150	Portable Lifeboat Radios	0
ı	Life Floats/Buoyant App	0	0	Equipped with EPIRB?	Yes
ļ	Inflatable Bouyant App(IBA)	0	0	(* included in totals)	

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0 Number of Fire Pumps/ 2

Hose information

Qty Diameter Length 1 1.5 50 1 1.5 50

Fixed Extinguishing Systems

Capacity Agent Space Protected 150 Carbon Dioxide Port Engine Room



MV MARTHA'S VINEYARD EXPRESS

Department of Homeland Security United States Coast Guard

Certificate of Inspection

Certification Date: 17May2015

Carbon Dioxide Stbd Engine Room

Fire Extinguishers - Hand portable and semi-portable
Qty Class Type
4 A-II
1 B-I

B-II

END



Commanding Officer United States Coast Guard Marine Safety Center

2100 2ND ST SW, STOP 7102 WASHINGTON, DC 20593-710 Staff Symbol: MSC-1 Phone: (202) 475-3401 Fax (202) 475-3920 Email: mecAuses mil

STABILITY LETTER

16710/P009723 Serial: H1-1104734 December 23, 2011

Master, MARTHA'S VINEYARD EXPRESS, O. N. 1167238 Derecktor Hull DKRD4401E505 95' x 28' x 11' Catamaran Small Passenger Vessel (T)

You are responsible for maintaining this vessel in a satisfactory stability condition at all times and for following the instructions and precautions listed below.

A deadweight survey, witnessed by the U. S. Coast Guard, was conducted on the subject vessel in Mamaroneck, New York on April 11, 2005. On the basis of that survey, and a conservative estimate of the vessel's vertical center of gravity, stability calculations have been performed. Results indicate that the stability of MARTHA'S VINEYARD EXPRESS, as presently outfitted and equipped, is satisfactory for operation on Exposed Waters, provided that the following restrictions are observed.

DAMAGE SURVIVAL

When operated as indicated below, calculations indicate this vessel will stay upright (no more than 7 degrees of list under ideal conditions) after bottom damage when the bottom damage is limited to any one major compartment in either hull and not more than 1 foot upward from the bottom of either hull. A major compartment is the total space between any two adjacent Main Transverse Watertight Bulkheads (MTWB's). For this vessel, these MTWB's are located at frames 2, 8, 14, and 18 in each hull. Calculations further indicate this vessel will stay upright when damage is limited to both hulls (concurrently) forward of the collision bulkheads, which are located at frame 18.

Calculations indicate this vessel will stay upright (no more than 7 degrees of list under ideal conditions) after side damage when the side damage is limited to any one major compartment in either hull and not more than 3 feet 0 inches inboard from the side of either hull. To maintain the vessel upright after flooding (damage), the heeling forces imposed by wind, wave, and passenger movements must be minimized. The calculations do not specifically account for high winds, heavy seas or the movement of passengers to one side.

OPERATING RESTRICTIONS

- <u>ROUTE</u>: Operation on Exposed Waters is permitted. Since the vessel's route is based upon other considerations in addition to stability, you are cautioned that the route may be further limited to that specified on the Certificate of Inspection.
- 2. <u>PERSONNEL</u>: A maximum of 153 persons may be carried on this two-deck vessel, of which 149 may be passengers. Up to 66 passengers may be carried on the upper deck. These numbers are based on an average weight of 185 pounds per person. Since the personnel capacity is based upon other considerations in addition to stability, you are cautioned that the number of persons carried may be further limited to that specified on the Certificate of Inspection.

16710/P009723 Serial: H1-1104734 December 23, 2011

Subj: MARTHA'S VINEYARD EXPRESS, O. N. 1167238; Stability Letter

- 3. <u>FREEBOARD AND DRAFT</u>: A minimum freeboard of 6 feet 4-7/8 inches, as measured from the main deck at amidships, must be maintained. This corresponds to a maximum draft at amidships of 4 feet 7-1/8 inches. Amidships is located at frame 10, 40 feet forward of the stem. The maximum draft is 4 feet 8-5/8 inches at the forward draft mark, and 4 feet 5-5/8 inches on the aft draft mark. Trim should be minimized.
- 4. <u>WATERTIGHT DOORS AND BULKHEADS</u>: There are no watertight doors in any MTWB's. No watertight doors or bulkheads shall be added, removed, or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI).
- HULL OPENINGS: Any openings that could allow water to enter the hull or deckhouse should be kept closed when rough weather or sea conditions exist or are anticipated.
- WEIGHT CHANGES: This stability letter has been issued based upon the following light ship parameters:

Displacement 66.77 Metric Tons
VCG (Conservatively Estimated) 3.73 Meters Above the Baseline
LCG 10.39 Meters Forward of the Transom

Any alteration resulting in a change in these parameters will invalidate this stability letter. No fixed ballast or other such weights shall be added, removed, altered and/or relocated without the authorization and supervision of the OCMI. The vessel is not fitted with fixed ballast.

- 7. TANKS: Any cross-connections between port and starboard tank pairs shall be kept closed at all times when underway.
- 8. <u>BILGES</u>: The vessel's bilges and voids shall be kept pumped to minimum content at all times consistent with pollution prevention requirements.
- LIST: You should make every effort to determine the cause of any list of the vessel before taking corrective action.
- 10. FREEING PORTS: Deck freeing ports and drains shall be maintained operable and completely unobstructed at all times.

This stability letter shall be posted under glass or other suitable transparent material at the operating station in the pilot house so that all pages are visible. It supersedes any stability information previously issued to the vessel.

Commander, U.S. Coast Guard

By direction



39. Appendix 9: Vessel Documentation: Ocean State

		IC	ertification Date:	02 Jun 2015
Departn	ed States of America nent of Homeland Security d States Coast Guard		xpiration Date: 40 Number:	02 Jun 2016
r or snips on international voyages this certificate fulfills the re		mended, regulation	V/14, for a SAFE MANN	ING DOCUMENT.
This Temporary Certificate of Inspection is issued under the pro and shall be in force only until the receipt on board said vessel of the date of inspection.	vision of Title 46 United States of the original certificate of insp	s Code, Section 39 section, this certific	9, in lieu of the regular ce ate in no case to be valid	rtificate of inspection, after one year from
Vessel Name	Official Number	Call Sign	Service	
OCEAN STATE	1142992	WDB4601		nger (Inspected)
Hailing Port ATLANTIC HIGHLANDS NJ	Hull Material Aluminum	Horsepower 800	Propulsion Diese	Reduction
Place Built BRISTOL, RI	Delivery Date Date Keel Laid 07Jul2003 01Mar2003	R-55 R-4	Tons DWT	Length R-65
UNITED STATES		F F		1-
Owner SEASTREAK LLC 2 FIRST AVENUE ATLANTIC HIGHLANDS NJ 07716	Operator SEASTREAK LLC 2 FIRST AVENUE			
UNITED STATES	ATLANTIC HIGHLAND UNITED STATES	OS NJ 07716		
This vessel must be manned with the following I	icensed and unlicensed	d personnel. Ir	ncluded in which th	ere must be
0 certified lifeboatmen, 0 certified tankermen, 1 Master 0 Master & 1st Class pilot			Derators. Chief Engineer	0.00450/0.0
0 Chief Mate 0 Mate & 1st Class Pilot	0 Able Seamen		st Asst. Engr/2nd Engr.	0 QMED/Rating 0 Oilers
0 2nd Mate/OICNW 0 Lic. Mate/OICNW	0 Ordinary Sea		nd Asst. Engr/3rd Engr.	
0 3rd Mate/OICNW 0 1st Class Pilot	2 Deckhands		rd Asst. Engr. ic. Engr.	
In addition, this vessel may carry 149 passengers, Total persons allowed: 153	0 other persons in crew	, 1 persons in	addition to crew, and	I no others.
Route Permitted and Conditions of Operation:				
Lakes, Bays, and Sounds plus	Limited Coast	wise		
NOT MORE THAN 20 MILES FROM A HARBOR	OF SAFE REFUGE.			
WHEN THE VESSEL IS AWAY FROM THE DOCK ACCESS TO THE VESSEL FOR A PERIOD EXC CREW SHALL BE PROVIDED.				
SEE NEXT PAGE FOR ADDITIONAL CERTIFICA	TE INFORMATION			
With this Inspection for Certification having been con New York certified the vessel, in all respects, is in co regulations prescribed thereunder.	npleted at Staten Island,	NY, the Officer ble vessel inspe	in Charge, Marine In ection laws and the r	nspection, Sector ules and
regulations prescribed theredider.	1		The same of the sa	
Annual/Periodic/Quarterly Reinspections	This certificate issued	Viller D. M.	0/-	
Date Zone A/P/Q Signature	LICATUED	MATTERNIC	DR, USCG BY DIRE	CTION
	HEATHER R.			
	Officer in Charge, Marine Ins, xuction	n		
	Officer in Charge, Marine Ins, xuction			
		n	IEW YORK	B No. 2115-0517



Department of Homeland Security United States Coast Guard

Temporary Certificate of Inspection

OCEAN STATE

Certification Date: 02Jun2015

WHEN UNDERWAY ON THE NAVIGABLE WATERS OF THE UNITED STATES, THE VESSEL MUST BE UNDER THE DIRECTION AND CONTROL OF AN INDIVIDUAL QUALIFIED TO SERVE AS A PILOT IN ACCORDANCE WITH 46CFR15.812.

THE MAX CAPACITY OF THE UPPER DECK IS RESTRICTED TO 62 PASSENGERS.

THE MINIMUM NUMBER OF CHILD SIZE LIFE PRESERVERS REQUIRED IS 16. WHEN MORE THAN 16 CHILDREN (PERSONS WEIGHING 90 POUNDS OR LESS) ARE CARRIED, ADDITIONAL CHILD SIZE LIFE PRESERVERS SHALL BE CARRIED SO THAT THE VESSEL HAS AN APPROVED LIFE PRESERVER SUITABLE FOR EACH CHILD ON BOARD.

PRIOR TO OPERATING OUTSIDE THE NEW YORK MARINE INSPECTION ZONE (AS DEFINED 33 CFR PART 3.05-30), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

---Hull Exams---

Drydock Internal Structure	Next Exam 11Dec2015 11Dec2015	Last Exam 11Dec2013 11Dec2013	Prior Exam 04Nov2011
	11DeC2015	11Dec2013	04Nov201

---Stability---

Letter	Approval	Date	1	16Dec2011	Office/ Co	- MCC

---Lifesaving Equipment---

	Number	Person	ns.	
Total Equipment for Lifeboats(Total) Lifeboats(Port)* Lifeboats(Starbd)* Motor Lifeboats*	0 0 0	160 0 0 0	Life Preservers (Adult) Life Preservers (Child) Ring Buoys (Total) With Lights*	Required 153 16 3
Lifeboats W/Radio*	0	0	With Line Attached* Other*	1
Rescue Boats/Platforms Inflatable Rafts	0	0	Immersion Suits Portable Lifeboat Radios	0
Life Floats/Buoyant App Inflatable Bouyant App(IBA)	5	110 50	Equipped with EPIRB? (* included in totals)	0 Yes

---Fire Fighting Equipment---

Number	of	Fireman	Outfits/	0	Number	of	Fire	Pumps/	2
					TIGHTOCI	OT	TITE	Full DS/	-

*Hose	information	*
-------	-------------	---

Qty	Diameter	Length
1	1.5	50

Fixed Extinguishing Systems

Capacity	Agent	Space Protected
75 75	Carbon Dioxide	Engine Room Port
13	Carbon Dioxide	Engine Room Starboard



Commanding Officer United States Coast Guard Marine Safety Center 2100 2ND ST SW, STOP 7102 WASHINGTON, DC 20593-7102 Staff Symbol: MSC-1 Phone: (202) 475-3401 Fax (202) 475-3920 Email: msc@ussg.mil

STABILITY LETTER

16710/P009122 Serial: H1-1104691 December 16, 2011

Master, OCEAN STATE, O. N. 1142992 Blount Barker Shipbuilding Hull 314 68' x 24' x 8.5' Small Passenger Catamaran (T)

You are responsible for maintaining this vessel in a satisfactory stability condition at all times and for following the instructions and precautions listed below.

A deadweight survey, witnessed by the U. S. Coast Guard, was conducted on the subject vessel in Providence, Rhode Island on June 27, 2003. On the basis of that survey, and a conservative estimate of the vessel's vertical center of gravity, stability calculations have been performed. Results indicate that the stability of OCEAN STATE, as presently outfitted and equipped, is satisfactory for operation on Exposed Waters, provided that the following restrictions are observed.

DAMAGE SURVIVAL

When operated as indicated below, calculations indicate this vessel will stay upright (no more than 7 degrees of list under ideal conditions) after bottom damage when the bottom damage is limited to any one major compartment in either hull and not more than 30 inches upward from the bottom of either hull. A major compartment is the total space between any two adjacent Main Transverse Watertight Bulkheads (MTWB's). For this vessel, these MTWB's are located at frames 2, 7, 10, and 13 in each hull. Calculations further indicate this vessel will stay upright when damage is limited to both hulls (concurrently) forward of the collision bulkheads, which are located 52 feet forward of the transom.

Calculations indicate this vessel will stay upright (no more than 7 degrees of list under ideal conditions) after side damage when the side damage is limited to any one major compartment in either hull and not more than 2 feet 7 inches inboard from the side of either hull. To maintain the vessel upright after flooding (damage), the heeling forces imposed by wind, wave, and passenger movements must be minimized. The calculations do not specifically account for high winds, heavy seas or the movement of passengers to one side.

OPERATING RESTRICTIONS

- 1. <u>ROUTE</u>: Operation on Exposed Waters is permitted. Since the vessel's route is based upon other considerations in addition to stability, you are cautioned that the route may be further limited to that specified on the Certificate of Inspection.
- 2. <u>PERSONNEL</u>: A maximum of 153 persons may be carried on this two-deck vessel, of which 149 may be passengers. Up to 65 passengers may be carried on the upper deck. These numbers are based on an average weight of 185 pounds per person. Since the personnel capacity

16710/P009122 Serial: H1-1104691 December 16, 2011

Subj: OCEAN STATE, O. N. 1142992; Stability Letter

is based upon other considerations in addition to stability, you are cautioned that the number of persons carried may be further limited to that specified on the Certificate of Inspection.

- 3. FREBOARD AND DRAFT: A minimum freeboard of 4 feet 6 inches, as measured from the main deck at amidships, must be maintained. This corresponds to a maximum draft at amidships of 4 feet 0 inches. Amidships is located at frame 8. Trim should be minimized.
- WATERTIGHT DOORS AND BULKHEADS: There are no watertight doors in any MTWB's. No watertight doors or bulkheads shall be added, removed, or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI).
- 5. <u>HULL OPENINGS</u>: Any openings that could allow water to enter the hull or deckhouse should be kept closed when rough weather or sea conditions exist or are anticipated.
- 6. <u>WEIGHT CHANGES</u>: This stability letter has been issued based upon the following light ship parameters:

Displacement 36.69 Long Tons
VCG (Conservatively Estimated) 9.37 Feet Above the Baseline
LCG 25.08 Feet Fwd of the Transom

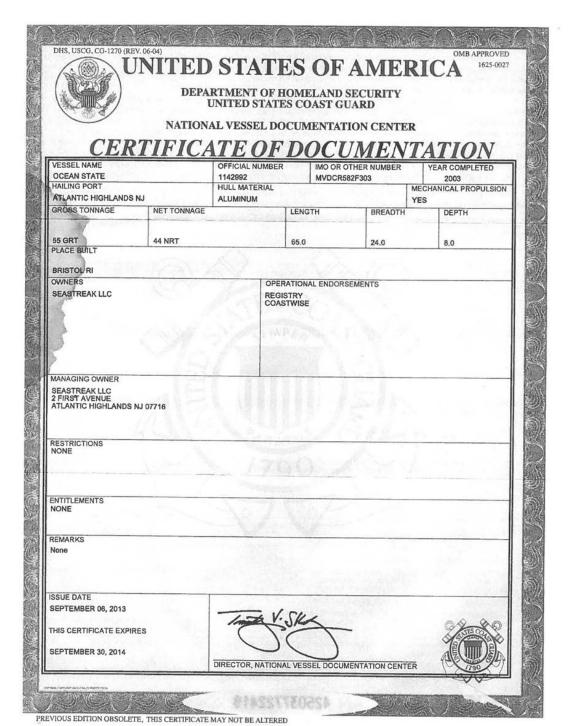
Any alteration resulting in a change in these parameters will invalidate this stability letter. No fixed ballast or other such weights shall be added, removed, altered and/or relocated without the authorization and supervision of the OCMI. The vessel is not fitted with fixed ballast.

- 7. TANKS: Any cross-connections between port and starboard tank pairs shall be kept closed at all times when underway.
- 8. <u>BILGES</u>: The vessel's bilges and voids shall be kept pumped to minimum content at all times consistent with pollution prevention requirements.
- 9. <u>LIST</u>: You should make every effort to determine the cause of any list of the vessel before taking corrective action.
- 10. <u>FREEING PORTS</u>: Deck freeing ports and drains shall be maintained operable and completely unobstructed at all times.

This stability letter shall be posted under glass or other suitable transparent material at the operating station in the pilot house so that all pages are visible. It supersedes any stability information previously issued to the vessel.

Commander, U.S. Coast Guard

By direction



40. Appendix 10: Current Applicable Shuttle Service Inspections

		PASSENGER AND FREIG BUS SAFETY INSPEC	HT SAFETY DIVISION	DATE 03/04/2015 START TIME 10:54 MILEAGE 31574
Out-of-State Insp	ection?		REGION 1	1
OPERATOR NO: 430	188	ASSIGNED MVI: JOHN	MVI NO.: 2	IN TRANSIT
ASSIGNED OP. NO.:		TYPE(S) OF SERVICE 6	INSPECTION COUNTY. 0	81 BUS NO : 915
OPERATOR NAME: COR			B&C STATUS: GRANTED as of 3/4/2015	LAST NYSDOT INSPECTION
MAILING ADDRESS: 2229			013(4)2013	DATE: 09/15/2014
CITY: BRO	OKLYN	STATE:	NY ZIP: 11223	MILEAGE: 14242
OPERATOR TEL #: (718)	376-3800			CERT NO.: J825808
ICC/MC NO.: 5804	33 NYS	DOT NO.: 37194 USDOT N	NO.: 1565836	EXPIR. DATE:03/08/2015
Vehicle Information VIN 1FDGF5GT7DE/ FMVSS CODE VEH. CL 2 6			15 BUS F5 G COUNTY FUEL TYPE GW	R SEATS WHEELCHAIR SPACES
TYPE OF INSPECTION:				FLEET INSPECTION () 8, OTHER
	1. REGULAR	3. ACCIDENT 5. PERM	OUT OF SERVICE 7.	FLEET INSPECTION () 8. OTHER NON-PRESENT () 9. INITIAL 11329
0. RANDOM LAST COMPANY INSPE STOPPING SEI	1. REGULAR	3. ACCIDENT 5. PERM	OUT OF SERVICE 7.	NON-PRESENT 9. INITIAL
0. RANDOM LAST COMPANY INSPE	1. REGULAR (CTION DATE 02)	28/2015 PARKING BRAKE 000 PERFORMANCE:	OUT OF SERVICE 7.	NON-PRESENT 9, INITIAL 31329 DIAMOND Full Diamond
LAST COMPANY INSPE STOPPING MEASUREMENTS: CERTIFICATE NUMBER MODEL TO SEPTION OF SEPTIO	CTION DATE 02 RVICE: EXPIRATION DATE: US Passenger Ve of stoker, and the inspected by a N sued an inspectio	3. ACCIDENT 5. PERM 28/2015 PARKING BRAKE 000 PERFORMANCE: 00/04/2015 OGS NUMBER: thicle Safety Regulations17 NYCR tt vehicle may not be used to carr ySDOT inspector. Any vehicle re n certificate based on the following ratings of "B", all such defect(s) mr	OUT OF SERVICE 7. MILEAGE 3 OTHER. END TIME: 11:39 IR 720.11 any vehicle with a D passengers until the defect/coord that is without a Defect ra g conditions: uust be repaired by the carrier	NON-PRESENT 9. INITIAL 1329 DIAMOND Full Diamond TYPE: COMPLETE INSPECTION Defect Rating of "A" shall be issued is) has been repaired/corrected and ting of "A" discovered at the time prior to carrying passengers;
O. RANDOM LAST COMPANY INSPE STOPPING MEASUREMENTS: CERTIFICATE NUMBER: K92/1767 Four suant to NYSDOT Be an "out of service vehicle he vehicle has been re- di inspection shall be ist (A) If the vehicle has on (B) If the vehicle has on (B) If the vehicle has on	CTION DATE 02 RVICE: EXPIRATION DATE: US Passenger Ve of stoker, and the inspected by a N sued an inspectio	3. ACCIDENT 5. PERM 28/2015 PARKING BRAKE 000 PERFORMANCE. 00/04/2015 OGS NUMBER: thicle Safety Regulations17 NYCR tt vehicle may not be used to carn YSDOT inspector. Any vehicle ren n certificate based on the following	OUT OF SERVICE 7. MILEAGE 3 OTHER. END TIME: 11:39 IR 720.11 any vehicle with a D passengers until the defect/coord that is without a Defect ra g conditions: uust be repaired by the carrier	NON-PRESENT 9. INITIAL 1329 DIAMOND Full Diamond TYPE: COMPLETE INSPECTION Defect Rating of "A" shall be issued is) has been repaired/corrected and ting of "A" discovered at the time prior to carrying passengers;
LAST COMPANY INSPE STOPPING MEASUREMENTS: CERTIFICATE NUMBER MODEL TO SEPTION OF SEPTIO	1. REGULAR CCTION DATE 02. EXPIRATION DATE: EXPIRATION DATE: Is Passenger Ve of sticker, and the inspected by susued an inspectio e or more Defect by one or more Defect in the company of the compan	3. ACCIDENT 5. PERM 28/2015 PARKING BRAKE 000 PERFORMANCE. 09/04/2015 0OS NUMBER: chicle Safety Regulations17 NYCR it vehicle may not be used to carry SEOT inspector. Any vehicle re- n certificate based on the following ratings of "B", all such defect(s) me fect ratings of "C", all defect(s) me	OUT OF SERVICE 7. MILEAGE 3 OTHER. END TIME: 11:39 IR 720.11 any vehicle with a D passengers until the defect/coord that is without a Defect ra g conditions: uust be repaired by the carrier	NON-PRESENT 9. INITIAL 1329 DIAMOND Full Diamond TYPE: COMPLETE INSPECTION Defect Rating of "A" shall be issued is) has been repaired/corrected and ting of "A" discovered at the time prior to carrying passengers;

Defect Report				
Operator Nu	mber: 4	3088 Inspection Date: 03/04/2015		
Bus Number	9	15		
INSPECTION ITEM NO.	OUT OF SERVICE	DEFECTS DISCOVERED		
53.00	N			
52.08	N	Brake Test Not Performed:Due to Unsafe Road Conditions(icy road conditions)		
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	PASSENGER AND FRE	DOT IGHT SAFETY DIVIS ECTION PROGRAM	ION	START TIME 0 MILEAGE 2	9:54
Out-of-State Inspection?		pr	EGION 11		
OPERATOR NO.: 43088	ASSIGNED MVI: JOHN		VI NO.: 2642	IN TRAN	
ASSIGNED OP. NO.:	TYPE(S) OF SERVICE 6	INSPECTION CO			NO: 384
OPERATOR NAME: CORPORATE EXPR		GRAN	TED as		
MAILING ADDRESS: 2229 WEST STREET		B&C STATUS: of 4/1/	2015		OT INSPECTION
CITY: BROOKLYN		TE: NY ZIP: 11223		DATE: MILEAGE:	10/27/2014
OPERATOR TEL # (718) 378-3800				CERT NO :	
ICC/MC NO.: 580433	YSDOT NO.: 37194 USDC	T NO.: 1565836		EXPIR. DATE:	
Vehicle Information					
VIN	LICENSE NO. STATE 23766BB NY	HORSEPOWER	BODY M	ODEL NUMBER	YEAR 2013
1FDFE4FS0DDB27384		REG COUNTY FUEL TY			
FMVSS CODE VEH. CLASS VEH. TO 3 3 B		047 3		33 00	CHAIR SPACES
SEE A	TTACHED SHEET(S) FOR VE	EHICLE DEFECT INF	ORMATIO	N	
TYPE OF INSPECTION:	2. REINSPECTION 4. TEN	EHICLE DEFECT INFO	CE () 6. FL		I O 8. OTHER
TYPE OF INSPECTION:	2. REINSPECTION 4. TEN 3. ACCIDENT 5 PER	PORARY OUT OF SERVI	CE () 6. FL () 7. NO	EET INSPECTION ON-PRESENT	
TYPE OF INSPECTION: © 0. RANDOM	2. REINSPECTION 4. TEN 3. ACCIDENT 5 PER	PORARY OUT OF SERVICE	CE () 6. FL () 7. NO	EET INSPECTION ON-PRESENT 05	
TYPE OF INSPECTION: ① 0. RANDOM ① 1. REGULAR LAST COMPANY INSPECTION DATE STOPPING SERVICE: 641	2. REINSPECTION 4. TEM 3. ACCIDENT 5 PER 03/30/2015 PARKING BRAKE 000 PERFORMANCE: 000	PORARY OUT OF SERVICE MOUT OF SERVICE MILEA	CE () 6. FL () 7. NO AGE 2050	EET INSPECTION ON-PRESENT DIAMOND S.	9. INITIAL
TYPE OF INSPECTION: ① 0. RANDOM ① 1. REGULAR LAST COMPANY INSPECTION DATE STOPPING SERVICE 641 MEASUREMENTS: EXPIRATIVE EXPIRATIVE EX	2. REINSPECTION 4. TEM 3. ACCIDENT 5. PER 03/30/2015 PARKING BRAKE 000 PERFORMANCE: OOS NUMBER: Vehicle Safety Regulations 17 NY: that vehicle may not be used to ca NYSDOT inspector. Any vehicle tion certificate based on the follow ct ratings of "B", all such defect(s)	PORARY OUT OF SERVICE MILE OTHER: END TIME 10:40 CRR 720.11 any vehicle cry passengers until the record that is without a 1 ring conditions: must be repaired by the	CE 6. FL 7. NC AGE 2054 with a Defect defect(s) h Defect rating	DIAMOND SITYPE: " COMPLETE ctc Rating of "A" as been repaired of "A" discover or to carrying par	9. INITIAL steely Only Portio INSPECTION shall be issued diffcorrected and ed at the time ssengers;

		Defect Report
Operator Nur Bus Number		Inspection Date: 04/01/2015
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3.00	N	
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		Page 1 of 1

OPERATIONS PLAN

Soundview

(Section 4.a)

Approach to Services

HMS' core values are the cornerstone of its business philosophy representing what HMS stands for and how decisions are made on a daily basis. Also, HMS utilizes standing management systems as a framework to provide safe, reliable, and efficient transportation services. Policies and procedures are tailored to the specific project site to facilitate the implementation of the management systems.

Core Values

- Safety First
- Teamwork
- Integrity
- Innovation
- Service Excellence

Service Excellence

"All customers, clients and team members deserve the finest service we can deliver."

Service Excellence is at the heart of HMS' Core Values. Every member of the HMS team strives to provide the best possible service to each and every customer at all times. While it is easy to view customers as "passengers" - they are much more. Passengers are first and foremost the "customer" and deserve a safe, efficient, and professional service. Team members must never forget this fact in the performance of duty.

As a rule, HMS employees treat all customers in a friendly, professional manner. As part of the introductory and ongoing HMS training program, every employee is trained to deliver the finest service while maintaining a safety first philosophy.

The team's approach to the Soundview Route service echoes these sentiments. The commuters utilizing the service will enjoy safe, reliable and affordable transportation as a highlight of their daily commute. The ensuing operations plan details how the HMS team intends to achieve this high level of service excellence.

Schedule

After careful analysis, HMS believes the minimum schedule requirements set forth by the RFP are prudent at this point and will result in the highest level of efficient service for the Soundview Route. The schedules proposed by HMS will meet but not exceed these requirements. For detailed departure and transit times please refer to the *Operating Schedules* section below.

Frequency

Sufficient frequency is critical in a commuter service. The likelihood of passengers electing to utilize a particular service increases as the headway decreases. Therefore, HMS' proposed schedules for the Soundview Route meet the required headways as outlined in the RFP.

SOUNDVIEW ROUTE

Day of Service	Time of Day	Season	Max. Headway
	Peak	All Seasons	30 minutes
Weekday	Off-Peak	Summer, Fall & Spring	60 minutes
	OII-Peak	Winter	60 minutes
		Summer	45 minutes
Weekend	All Day	Fall & Spring	60 minutes
		Winter	90 minutes

Running (Transit) Time

In determining transit times it is critical to strike the most efficient balance between vessel speed, resulting operating expenses and service requirements. Setting the maximum travel times allowed in the RFP as the objective, passage plans were developed at various speeds and passenger flow rates. Working closely with our team members, BMT Nigel Gee (vessel designer) and Metal Shark (vessel builder), we first focused on optimizing the design to achieve the highest possible passenger flow rates on and off the vessels in order to substantially reduce the amount of time required at each landing. Next, the team analyzed the fuel efficiency of the hulls at various speeds to determine the optimum transit speeds. The result identified the optimum speeds required to reduce operating costs while still meeting the required transit times. This is illustrated in the passage plan below.

Recovery Time

Although all efforts are made to adhere to the schedule, there are numerous variables outside of the operators control on any given day which create delays. These delays can stem from vessel traffic, weather conditions, current, passenger needs or other external factors. As such, it is necessary to achieve recovery time throughout the day. One method to accomplish this is to build cushion or float time into the schedule, which can result in the inefficient use of resources. Another method, preferred and proposed by HMS, is to gain recovery time through increased speed when needed. By designing additional speed capability into the vessels, HMS is confident that any requirements for recovery time will be met.

Soun	dviev	v - E90th - E62nd	- Wall Street/Pie	r 11		Max Tr	avel Tir	nes		45	
LEG	WP	DEPART	ARRIVE	DIST	SPD	TIME	TIME	HP	100%	K	FUEL
	•••	FROM	AT	(nm)	(kts)	(hrs)	(mins)		BURN	- 1	BURN
			7.1	()	()	()	()				201411
		Soundview		0	0.0	0.015	0.9				
_			Maneuvering (Depart)								
Soundview to E 90th		Maneuvering (Depart)		5.2	23.0	0.226	13.6				
Ш			Maneuvering (Approa	ch)							
, to		Maneuvering (Approa		0	0.0	0.015	0.9				
<u>é</u>			E 90th								
ng		E 90th		0	0.0	0.020	1.2				
no			Pax Transfer								
(C)		Pax Transfer		0	0.0	0.030	1.8				
			E 90th								
		E 90th		0	0.0	0.015	0.9				
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90th to E 62nd		Maneuvering (Depart)			20.0	0.070	4.2				
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E 62nd to Wall St		Wall St	vv ali Ol	0	0.0	0.020	1.2				
62		vvali St	Pax Transfer	0	0.0	0.020	1.2				
Ш		Pax Transfer	T da Transier	0	0.0	0.030	1.8				
		T UX TIGHTSICI	Wall St	0	0.0	0.030	1.0				
			vvan ot	11.18		0.735	44.1			Gals/De	

Operating Schedules

The following represent the detailed operating schedules for the Soundview route during each season. All times represent departure times.

Soundview – Weekdays, All Seasons

	Joanav	view – Weekdays, All Se	WALL	
SNDVW	E90TH	E62ND	ST	DIRECTION
3113 111	230111	LOZIND	<u> </u>	DIRECTION
	0:18	0:09 0:18	3	
5:45	6:03	6:12		SB
7:15	6:57	6:48	6:30	NB
6:15	6:33	6:42		SB
7:45	7:27	7:18	7:00	NB
6:45	7:03	7:12		SB
8:15	7:57	7:48	7:30	NB
7:15	7:33	7:42		SB
8:45	8:27	8:18	8:00	NB
7:45	8:03	8:12		SB
9:15	8:57	8:48	8:30	NB
8:15	8:33	8:42		SB
9:45	9:27	9:18	9:00	NB
8:45	9:03	9:12		SB
10:15	9:57	9:48	9:30	NB
9:45	10:03	10:12		SB
11:15	10:57	10:48	10:30	NB
10:45	11:03	11:12		SB
12:15	11:57	11:48	11:30	NB
11:45	12:03	12:12		SB
13:15	12:57	12:48	12:30	NB
12:45	13:03	13:12		SB
14:15	13:57	13:48	13:30	NB
13:45	14:03	14:12		SB
15:15	14:57	14:48	14:30	NB
14:45	15:03	15:12		SB
16:15	15:57	15:48	15:30	NB
15:15	15:33	15:42		SB
16:45	16:27	16:18	16:00	NB
15:45	16:03	16:12		SB
17:15	16:57	16:48	16:30	NB
16:15	16:33	16:42		SB
17:45	17:27	17:18	17:00	NB
16:45	17:03	17:12		SB
18:15	17:57	17:48	17:30	NB
17:15	17:33	17:42		SB
18:45	18:27	18:18	18:00	NB
17:45	18:03	18:12		SB
19:15	18:57	18:48	18:30	NB
18:45	19:03	19:12		SB

20:15	19:57	19:48	19:30	NB
19:45	20:03	20:12		SB
21:15	20:57	20:48	20:30	NB
20:45	21:03	21:12		SB
22:15	21:57	21:48	21:30	NB

Soundview – Weekends, Summer

T-	Sound	lview – Weekends, Sumn	ner	
			WALL	
SNDVW	E90TH	E62ND	ST	DIRECTION
	0:18	0:09 0:18		
5:45	6:03	6:12		SB
7:15	6:57	6:48	6:30	NB
6:30	6:48	6:57		SB
8:00	7:42	7:33	7:15	NB
7:15	7:33	7:42		SB
8:45	8:27	8:18	8:00	NB
8:00	8:18	8:27		SB
9:30	9:12	9:03	8:45	NB
8:45	9:03	9:12		SB
10:15	9:57	9:48	9:30	NB
9:30	9:48	9:57		SB
11:00	10:42	10:33	10:15	NB
10:15	10:33	10:42		SB
11:45	11:27	11:18	11:00	NB
11:00	11:18	11:27		SB
12:30	12:12	12:03	11:45	NB
11:45	12:03	12:12		SB
13:15	12:57	12:48	12:30	NB
12:30	12:48	12:57		SB
14:00	13:42	13:33	13:15	NB
13:15	13:33	13:42		SB
14:45	14:27	14:18	14:00	NB
14:00	14:18	14:27		SB
15:30	15:12	15:03	14:45	NB
14:45	15:03	15:12		SB
16:15	15:57	15:48	15:30	NB
15:30	15:48	15:57		SB
17:00	16:42	16:33	16:15	NB
16:15	16:33	16:42		SB
17:45	17:27	17:18	17:00	NB
17:00	17:18	17:27		SB
18:30	18:12	18:03	17:45	NB
				•

17:45	18:03	18:12		SB	
19:15	18:57	18:48	18:30	NB	
18:30	18:48	18:57		SB	
20:00	19:42	19:33	19:15	NB	
19:15	19:33	19:42		SB	
20:45	20:27	20:18	20:00	NB	
20:00	20:18	20:27		SB	
21:30	21:12	21:03	20:45	NB	
20:45	21:03	21:12		SB	
22:15	21:57	21:48	21:30	NB	

Soundview – Weekends, Fall and Spring Shoulder

		weekenus, ran and spin	WALL	
SNDVW	E90TH	E62ND	ST	DIRECTION
	0:18	0:09 0:18		
5:45	6:03	6:12		SB
7:15	6:57	6:48	6:30	NB
6:45	7:03	7:12		SB
8:15	7:57	7:48	7:30	NB
7:45	8:03	8:12		SB
9:15	8:57	8:48	8:30	NB
8:45	9:03	9:12		SB
10:15	9:57	9:48	9:30	NB
9:45	10:03	10:12		SB
11:15	10:57	10:48	10:30	NB
10:45	11:03	11:12		SB
12:15	11:57	11:48	11:30	NB
11:45	12:03	12:12		SB
13:15	12:57	12:48	12:30	NB
12:45	13:03	13:12		SB
14:15	13:57	13:48	13:30	NB
13:45	14:03	14:12		SB
15:15	14:57	14:48	14:30	NB
14:45	15:03	15:12		SB
16:15	15:57	15:48	15:30	NB
15:45	16:03	16:12		SB
17:15	16:57	16:48	16:30	NB
16:45	17:03	17:12		SB
18:15	17:57	17:48	17:30	NB
17:45	18:03	18:12		SB
19:15	18:57	18:48	18:30	NB
18:45	19:03	19:12		SB
20:15	19:57	19:48	19:30	NB
19:45	20:03	20:12		SB
21:15	20:57	20:48	20:30	NB
20:45	21:03	21:12		SB
22:15	21:57	21:48	21:30	NB

Soundview – Weekends, Winter

		• • • • • • • • • • • • • • • • • • • •	avicv	VVCCRCIIC	15) *******		
						WALL	
SNDVW		E90TH		E62ND		ST	DIRECTION
	0:18		0:09		0:18		
5:45		6:03		6:12			SB
7:15		6:57		6:48		6:30	NB
7:15		7:33		7:42			SB
8:45		8:27		8:18		8:00	NB
8:45		9:03		9:12			SB
10:15		9:57		9:48		9:30	NB
10:15		10:33		10:42			SB
11:45		11:27		11:18		11:00	NB
11:45		12:03		12:12			SB
13:15		12:57		12:48		12:30	NB
13:15		13:33		13:42			SB
14:45		14:27		14:18		14:00	NB
14:45		15:03		15:12			SB
16:15		15:57		15:48		15:30	NB
16:15		16:33		16:42			SB
17:45		17:27		17:18		17:00	NB
17:45		18:03		18:12			SB
19:15		18:57		18:48		18:30	NB
19:15		19:33		19:42			SB
20:45		20:27		20:18		20:00	NB
20:45		21:03		21:12			SB
22:15		21:57		21:48		21:30	NB

Vessel Alignment

Our team has developed a vessel design which is optimized for the service. This class of ferry will achieve a high degree of continuity, flexibility and efficiency. With no more than three vessels assigned to the route at any given time, there will always be at least one vessel identified for standby service.

SOUNDVIEW ROUTE VESSEL ALIGNMENT

Day of Service	Time of Day	Season	In-Service Vessels	Standby Vessels
	Peak	All Seasons	3	1
Weekday	Off-Peak	Summer, Fall & Spring	2	2
	OII-Peak	Winter	2	2
		Summer	3	1
Weekend	All Day	Fall & Spring	2	2
		Winter	1	3

Vessel Deployment/Dispatching Plan

HMS' deployment and dispatching plan begins with the vessel design. By developing a single class of vessel which stresses simplicity of design and redundancy of critical systems, the risk of downtime is greatly reduced and the ability to quickly respond with immediate repairs or a standby vessel is greatly enhanced. The single class of vessels also allows for more interchanging of crews greatly simplifying logistics.

The Port Captain will be responsible for dispatching of both vessels and crew. Working directly with the Port Engineer, the Port Captain will have real time status updates on the readiness of vessels at all times.

Route Alignment

Route alignment is critical to the planning and success of any integrated transit system. Whether a comprehensive service is provided or individual routes, there are numerous external stakeholders representing other routes and services, other modes of transit, which impact the vertical integration chain. Entering into a transit endeavor of the size and scope of the City Wide Ferry system will require extensive planning and coordination by all parties. This is an activity HMS has participated in for many years and strongly believes in being an active and collaborative partner in.

Contingency Plan

As part of HMS' existing Safety Management System, contingency plans are developed for all identifiable risks. A Vessel Emergency Plan (VEP) is developed specific to each operation/route and crews are trained extensively on its implementation and use.

The Vessel Emergency Plan (VEP) is designed as a quick reference emergency checklist with emergency contacts. It also contains the basic framework for incident command. At most project sites, it also acts and functions as the Non-Tank Vessel Response Plan. Each copy of the VEP must be updated when changes are made.

VEP Major Components:

- Status Codes
- Incident Checklists
- Geographical Services and Aid
- Injury Instructions
- Incident Command System (ICS)
- Pollution Response

Adverse Weather Contingency Plans

Another factor considered in the vessel design is the weather and other environmental conditions in New York harbor. BMT Nigel Gee has extensive knowledge of these conditions and have applied their experience to the design by ensuring it is a robust hull with exemplary seakeeping qualities. The NYC Class Ferry was designed in concept as a single-deck vessel

to be larger than most 150 passenger vessels, providing a longer length of waterline and generally more stable platform.

This superior design will greatly mitigate the risk of adverse weather conditions causing delays or interruptions in service, but no design will alleviate the risk entirely. There will still be extreme situations which will require any ferry service in the region to interrupt or suspend service, for the safety of their passengers. In these unique and relatively rare circumstances commuters will be forced to temporarily adopt alternative modes of transportation.

Uninterrupted Operations

The primary mitigation plan to ensure uninterrupted operations is the availability of a standby vessel, which is absolutely necessary for a commuter service which must have a reputation for being reliable and on time. Through HMS' extensive experience we know that just having a standby vessel is not enough unless the proper systems and protocols are in place to ensure its readiness and timely deployment. For the Soundview Route, HMS will establish a 30-minute Standby Vessel protocol.

The designated 30-minute Standby Vessel shall be in a state of readiness such that it can be deployed to the route in under 30 minutes from the time the activation decision is made from an authorized manager. The 30-minute Standby Vessel shall be clearly designated at all times. No maintenance which could put its readiness at risk shall be scheduled or performed. All fuel, water and consumables shall be stocked and a standby crew identified.

Secondary to the immediate response of the standby vessel, another key to uninterrupted operations lies in a sound and formidable maintenance program. See *Engineering Management System* for further details. Just as critical, when a vessel is taken out of service for mechanical reasons it is immediately designated to be in a critical status and corrective action is implemented with priority dispatch.

It is these types of well-developed systems which HMS has implemented over our many years of operating numerous ferry systems with a high percentage of on-time and reliable service.

Homeport/Layover

Behind-the-scenes logistics are critical to providing an excellent ferry service. This encompasses all of the support services such as maintenance, crewing, fueling and victualling. In order to carry these crucial activities out in an efficient and effective manner it is vital to have an organized and well-equipped homeport for the vessels.

If chosen to provide this service, HMS will identify and procure a suitable homeport site on the East River which will provide enough dock space for all of the vessels, a maintenance facility, storage, office space, crew parking and other necessities for the proper care and maintenance of the ferry vessels and support services. Fueling by truck and black water pump-out will be performed at the homeport facility as well.

Amenities

While HMS' vision of the ferry service is focused on excellent service, it will ensure that the amenities which are most important to commuters are available. These amenities will be on par with typical mass transit services, such as MTA. The amenities planned for the service are

safe, clean, reliable and efficient ferry service provided by courteous transportation professionals.

Integrated Transportation Options

At this time HMS does not plan to utilize the vessels on any other transportation options. Our experience has shown us that these activities are high maintenance and detract from the reliability of the primary mission; safe and reliable transportation for our core customers.

Management Systems

HMS' success as a leading provider of ferry service around the country has been directly attributable to the highly effective management systems we utilize. This service will be no different. Whether a regulatory or contract requirement or not, HMS strongly believes in investing in applying these management systems to every project we engage.

Safety Management System

HMS is a pioneer in the domestic ferry industry when it comes to applying the ISM Code to our operations. We have consistently held Safety Management Certificates and Documents of Compliance on our international ferry operations since 1998 and were the first domestic ferry operator to receive a voluntary SMC and DOC in 2003. Since then we have continued to implement successful voluntary SMS programs on our domestic ferry operations.

HMS' Safety Management System is our umbrella management tool and encompasses a portfolio of other critical programs, including our Qualifications Training Program, Emergency Response and Contingency Plans, Risk Management and key metrics program.

Engineering Management System

At HMS, our Engineering Management System (EMS) goes well beyond just a preventive maintenance program. In addition to a PMS, HMS' mature EMS also includes overhaul and capital project planning and management, trend analysis, identification of critical spares, contingency planning and training.

These advanced programs greatly reduce the risk of mechanical failures and the costs and frequencies of repairs. In doing so, our reliability is greatly increased.

INCLUDED FOR ILLUSTRATION PURPOSES ONLY. RESPONDENTS MUST FILL OUT DIGITALLY AND SUBMIT AN EXCEL DOCUMENT PER RFP INSTRUCTIONS.

Part Part	Citywide Ferry Service RFP Sample Proforma																			ļ
Copartions viseosis, plus a shared sparse)					Month 4		Month 6		Month 8		9 Month	10 Mon	±	onth 12	Total Year 1	Total Year 2	Tot: Year		Total Year 4	Total Year 5
19.789 29.933 40,077 49.471 59.116 69.790 78.404 97.693 116.991 139.270 159.569 174.947 1,026.899 2.446.089 2.544.089 8 899 785 983 985 1.021 987 1.019 1.022 901 863 869 882 11.224 11	No: of Vessels - (3 opertions vessels, plus a she Total Projected Ridership Base Fare (\$2.75)	red spare) 7,014 2,75	10,521 2.75	14,028 2.75	17,535 2.75	21,042 2.75	24,549 2.75						56,112 2.75	63,126 2.75	368,236 2.75				919,117 2.75	946,691 2,75
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Bell 765 1943 102 197 1.019 1.023 901 963 869 862 11.224 1	Operating Hours																			
ng 104 94 106 120 124 120 124 124 98 108 104 102 1328 1,328	Revenue Hours	869	785	953	985	1,021	987	1,019	1,023	901	963		39	852	11,224		11,2:		11,224	
s 727.101 547.579 581.413 581.615 592.697 582.892 591.422 583.977 566.572 583.966 571.955 567.480 7.085.161 7.082.114 7.221.781 0.000	Layover	116	105	184	110	121	116	116	127	182	183		27	110	1,588		1,58		1,588	1,588
s 727,101 547,579 581,615 592,697 582,892 591,432 593,977 586,572 583,956 571,995 567,480 7,088,709 7,085,161 7,032,114 7,221,781 Operations Fee (Revenue) of the Century of the Control of NYCEDC (Expense)	Expenses			5	120	171	120	124	124	98	108		•				1,01			
s 727,101 547,579 581,413 581,615 592,897 582,892 591,432 593,977 586,572 583,956 571,995 567,480 7,088,709 7,085,161 7,032,114 7,221,781 Operations Fee (Revenue) alton Payment to NYCEDC (Expense)	Ferry Service			Ē	120	1	120	24	124	98	108		;				7		į	
\$ 727,101 547,579 581,413 581,615 592,897 582,892 591,432 593,977 586,572 583,956 571,995 567,480 7,088,709 7,085,161 7,032,114 7,221,781 Operations Fee (Revenue) Operations Fee (Revenue) operation (Expense)				ē		1	120	14	124	98	108		;							
s 727,101 547,579 581,413 581,615 592,697 582,892 591,432 593,977 566,572 593,956 571,995 567,480 7,088,709 7,085,161 7,032,114 7,221,781 Operations Fee (Revenue) Operation (Processary)				ē	- 20	Ī	- 20	-24	124	98	108						3.2			
\$ 727,101 547,579 581,413 581,615 592,897 582,892 591,432 593,977 586,572 583,956 571,995 567,490 7,08,709 7,08,709 7,082,114 7,221,781 Sistance (If necessary) Operations Fee (Revenue) Operations Fee (Revenue)				5	120	<u>_</u>			124	98	108						, , ,			
s 727.101 547.579 581.413 581.615 592.897 582.892 591.432 593.977 586.572 583.986 571.995 567.480 7.088.709 7.095.161 7.032.114 7.221.781				8	20	1	28	2.4	124	98	108						· .			
Net Income Requested Assistance (if necessary) Participation Experience (Revenue) Operations Fee (Revenue) Participation Expense) Republication Expenses (Expense)				8	20	<u> </u>	8	4.	124	98	108									
Requested Assistance (if necessary) Operations Fee (Revenue) Participation Payment to NYCERO (Expense)	Total Expenses	727,101	547,579	581,413	581,615	592,697	582,882						71,995	567,480	7,088,709			2,114 7	,221,781	
ma After Operations Eng 9 Participation Dovement	Total Expenses Net Income	727,101	547,579	581,413	581,615	592.697	582,882						71,995	567,480	7,088,709			2.114 7	221,781	

APPENDIX A.1-7: PRO FORMA TEMPLATE FOR ROUTE-BASED RESPONSE- SOUNDVIEW

OPERATIONS PLAN

South Brooklyn

(Section 4.a)

Approach to Services

HMS' core values are the cornerstone of its business philosophy representing what HMS stands for and how decisions are made on a daily basis. Also, HMS utilizes standing management systems as a framework to provide safe, reliable, and efficient transportation services. Policies and procedures are tailored to the specific project site to facilitate the implementation of the management systems.

Core Values

- Safety First
- Teamwork
- Integrity
- Innovation
- Service Excellence

Service Excellence

"All customers, clients and team members deserve the finest service we can deliver."

Service Excellence is at the heart of HMS' Core Values. Every member of the HMS team strives to provide the best possible service to each and every customer at all times. While it is easy to view customers as "passengers" - they are much more. Passengers are first and foremost the "customer" and deserve a safe, efficient, and professional service. Team members must never forget this fact in the performance of duty.

As a rule, HMS employees treat all customers in a friendly, professional manner. As part of the introductory and ongoing HMS training program, every employee is trained to deliver the finest service while maintaining a safety first philosophy.

The team's approach to the South Brooklyn Route service echoes these sentiments. The commuters utilizing the service will enjoy safe, reliable and affordable transportation as a highlight of their daily commute. The ensuing operations plan details how the HMS team intends to achieve this high level of service excellence.

Schedule

After careful analysis, HMS believes the minimum schedule requirements set forth by the RFP are prudent at this point and will result in the highest level of efficient service for the South Brooklyn Route. The schedules proposed by HMS will meet but not exceed these requirements. For detailed departure and transit times please refer to the *Operating Schedules* section below.

Frequency

Sufficient frequency is critical in a commuter service. The likelihood of passengers electing to utilize a particular service increases as the headway decreases. Therefore, HMS' proposed schedules for the South Brooklyn Route meet the required headways as outlined in the RFP.

SOUTH BROOKLYN ROUTE

Day of Service	Time of Day	Season	Max. Headway
	Peak	All Seasons	30 minutes
Weekday	Off-Peak	Summer, Fall & Spring	45 minutes
	OII-Feak	Winter	60 minutes
		Summer	45 minutes
Weekend	All Day	Fall & Spring	60 minutes
	·	Winter	90 minutes

Running (Transit) Time

In determining transit times it is critical to strike the most efficient balance between vessel speed, resulting operating expenses and service requirements. Setting the maximum travel times allowed in the RFP as the objective, passage plans were developed at various speeds and passenger flow rates. Working closely with our team members, BMT Nigel Gee (vessel designer) and Metal Shark (vessel builder), we first focused on optimizing the design to achieve the highest possible passenger flow rates on and off the vessels in order to substantially reduce the amount of time required at each landing. Next, the team analyzed the fuel efficiency of the hulls at various speeds to determine the optimum transit speeds. The result identified the optimum speeds required to reduce operating costs while still meeting the required transit times. This is illustrated in the passage plan below.

Recovery Time

Although all efforts are made to adhere to the schedule, there are numerous variables outside of the operators control on any given day which create delays. These delays can stem from vessel traffic, weather conditions, current, passenger needs or other external factors. As such, it is necessary to achieve recovery time throughout the day. One method to accomplish this is to build cushion or float time into the schedule, which can result in the inefficient use of resources. Another method, preferred and proposed by HMS, is to gain recovery time through increased speed when needed. By designing additional speed capability into the vessels, HMS is confident that any requirements for recovery time will be met.

		,		ok - BAT/P4 - Bay Ridge Max Travel Times		40					
				wax	rave	limes) 	46			
LEG	WP	DEPART	ARRIVE	DIST	SPD	TIME	TIME	HP	100%	K	FUEL
LLG	***	FROM	AT		(kts)		(mins)	- "	BURN	- 1\	BURN
			711	(1111)	(140)	(1110)	()		201111		20.41
0		Wall St		0	0.0	0.015	0.9				
Μ̈́B			Maneuvering (Depart)								
St to BBP/P1 - DUMBO		Maneuvering (Depart)		0.5	20.0	0.025	1.5				
			Maneuvering (Approach)								
P/P		Maneuvering (Approach)		0	0.0	0.015	0.9				
BB			BBP/P1 - DUMBO								
<u>و</u>		BBP/P1 - DUMBO		0	0.0	0.020	1.2				
<u>S</u>			Pax Transfer (off)								
Wall		Pax Transfer (on)		0	0.0	0.030	1.8				
-			BBP/P1 - DUMBO								
9/		BBP/P1 - DUMBO		0	0.0	0.015	0.9				
ğ		Management (Danaget)	Maneuvering (Depart)	0.0	00.0	0.045	0.7				
BBP/P1 - DUMBO to BBP/P6 Atlantic		Maneuvering (Depart)	Managering (Amaragah)	0.9	20.0	0.045	2.7				
£; Ç		Manageraring (Approach)	Maneuvering (Approach)	0	0.0	0.015	0.0				
Atlantic		Maneuvering (Approach)	BBP/P6 - Atlantic	0	0.0	0.015	0.9				
∃ ₹		BBP/P6 - Atlantic	DDF/F0 - Atlantic	0	0.0	0.020	1.2				
<u>,</u>		DDI /I O - Atlantic	Pax Transfer (off)	0	0.0	0.020	1.2				
ţ		Pax Transfer (on)	Tax Transfer (Off)	0	0.0	0.030	1.8				
n n		Tax Transfer (on)	BBP/P6 - Atlantic	J	0.0	0.000	1.0				
쏭		BBP/P6 - Atlantic	BBI II O Talantio	0	0.0	0.015	0.9				
BBP/P6 - Atlantic to Red Hook			Maneuvering (Depart)								
Sed		Maneuvering (Depart)	3 ()	1.3	20.0	0.065	3.9				
9			Maneuvering (Approach)								
ţi.		Maneuvering (Approach)		0	0.0	0.015	0.9				
tlan			Red Hook								
¥.		Red Hook		0	0.0	0.020	1.2				
Ъ6			Pax Transfer (off)								
BP/		Pax Transfer (on)		0	0.0	0.030	1.8				
В			Red Hook								
		Red Hook	Management (Day and)	0	0.0	0.015	0.9				
Р4		Manager (Damant)	Maneuvering (Depart)	0	20.0	0.400	0.0				
BAT		Maneuvering (Depart)	Maneuvering (Approach)		20.0	0.100	6.0				
		Maneuvering (Approach)	ivalieuvering (Approach)	0	0.0	0.015	0.9				
Red Hook to		Iviancavering (Approach)	BAT P4	0	0.0	0.010	0.5				
운		BAT P4	<i>5</i> , (1 1 1	0	0.0	0.020	1.2				
Sed		2,	Pax Transfer (off)		0.0	0.020					
Ľ		Pax Transfer (on)		0	0.0	0.030	1.8				
			BAT P4								
		BAT P4		0	0.0	0.015	0.9				
<u>o</u>			Maneuvering (Depart)								
Šidg		Maneuvering (Depart)		1.1	20.0	0.055	3.3				
BAT P4 to Bay Ridge			Maneuvering (Approach)								
Be		Maneuvering (Approach)		0	0.0	0.015	0.9				
4 tc			Bay Ridge								
T P		Bay Ridge		0	0.0	0.020	1.2				
BA.			Pax Transfer (off)		6.1	0.005					
M		Pax Transfer (on)		0	0.0	0.030	1.8				
			Bay Ridge								

Operating Schedules

The following represent the detailed operating schedules for the South Brooklyn route during each season. All times represent departure times.

South Brooklyn – Weekdays, Summer and Shoulder Seasons

South Brooklyn – Weekdays, Summer and Shoulder Seasons RED							
WALL ST	BBP/P1	BBP/P6	НООК	BAT4	BAY R	DIRECTION	
	•	•					
	0:07	0:08	0:10	:10 0:10)		
5:45	5:52	6:00	6:10	6:20		SB	
7:15	7:08	7:00	6:50	6:40	6:30	NB	
6:15	6:22	6:30	6:40	6:50		SB	
	7:38	7:30	7:20	7:10	7:00	NB	
6:45	6:52	7:00	7:10	7:20		SB	
	8:08	8:00	7:50	7:40	7:30	NB	
7:15	7:22	7:30	7:40	7:50		SB	
	8:38	8:30	8:20	8:10	8:00	NB	
7:45	7:52	8:00	8:10	8:20		SB	
	9:08	9:00	8:50	8:40	8:30	NB	
8:15	8:22	8:30	8:40	8:50		SB	
	9:38	9:30	9:20	9:10	9:00	NB	
8:45	8:52	9:00	9:10	9:20		SB	
10:15	10:08	10:00	9:50	9:40	9:30	NB	
9:30	9:37	9:45	9:55	10:05		SB	
11:00	10:53	10:45	10:35	10:25	10:15	NB	
10:15	10:22	10:30	10:40	10:50		SB	
11:45	11:38	11:30	11:20	11:10	11:00	NB	
11:00	11:07	11:15	11:25	11:35		SB	
12:30	12:23	12:15	12:05	11:55	11:45	NB	
11:45	11:52	12:00	12:10	12:20		SB	
13:15	13:08	13:00	12:50	12:40	12:30	NB	
12:30	12:37	12:45	12:55	13:05		SB	
14:00	13:53	13:45	13:35	13:25	13:15	NB	
13:15	13:22	13:30	13:40	13:50		SB	
14:45	14:38	14:30	14:20	14:10	14:00	NB	
14:00	14:07	14:15	14:25	14:35		SB	
15:30	15:23	15:15	15:05	14:55	14:45	NB	
14:45	14:52	15:00	15:10	15:20		SB	
16:15	16:08	16:00	15:50	15:40	15:30	NB	
15:15	15:22	15:30	15:40	15:50		SB	
	16:38	16:30	16:20	16:10	16:00	NB	
15:45	15:52	16:00	16:10	16:20		SB	
	17:08	17:00	16:50	16:40	16:30	NB	
16:15	16:22	16:30	16:40	16:50		SB	
	17:38	17:30	17:20	17:10	17:00	NB	
16:45	16:52	17:00	17:10	17:20		SB	
	18:08	18:00	17:50	17:40	17:30	NB	
17:15	17:22	17:30	17:40	17:50		SB	
	18:38	18:30	18:20	18:10	18:00	NB	
17:45	17:52	18:00	18:10	18:20		SB	
19:15	19:08	19:00	18:50	18:40	18:30	NB	
18:30	18:37	18:45	18:55	19:05		SB	
20:00	19:53	19:45	19:35	19:25	19:15	NB	
19:15	19:22	19:30	19:40	19:50		SB	
20:45	20:38	20:30	20:20	20:10	20:00	NB	

20:00	20:07	20:15	20:25	20:35		SB	
21:30	21:23	21:15	21:05	20:55	20:45	NB	
20:45	20:52	21:00	21:10	21:20		SB	
22:15	22:08	22:00	21:50	21:40	21:30	NB	

South Brooklyn – Weekdays, Winter

		30utii biookiyi	ı – Weekdays, W RED	inter		1
WALL ST	BBP/P1	BBP/P6	HOOK	BAT4	BAY R	DIRECTION
WALLST	DDI /1 1	DDI /1 0	HOOK	DATA	DATK	DIRECTION
0:0)7	0:08 0:1	.0 0:	:10 0:1	0	
5:45	5:52	6:00	6:10	6:20		SB
7:15	7:08	7:00	6:50	6:40	6:30	NB
6:15	6:22	6:30	6:40	6:50		SB
7:45	7:38	7:30	7:20	7:10	7:00	NB
6:45	6:52	7:00	7:10	7:20		SB
	8:08	8:00	7:50	7:40	7:30	NB
7:15	7:22	7:30	7:40	7:50		SB
	8:38	8:30	8:20	8:10	8:00	NB
7:45	7:52	8:00	8:10	8:20		SB
	9:08	9:00	8:50	8:40	8:30	NB
8:15	8:22	8:30	8:40	8:50		SB
	9:38	9:30	9:20	9:10	9:00	NB
8:45	8:52	9:00	9:10	9:20		SB
10:15	10:08	10:00	9:50	9:40	9:30	NB
9:45	9:52	10:00	10:10	10:20		SB
11:15	11:08	11:00	10:50	10:40	10:30	NB
10:45	10:52	11:00	11:10	11:20		SB
12:15	12:08	12:00	11:50	11:40	11:30	NB
11:45	11:52	12:00	12:10	12:20		SB
13:15	13:08	13:00	12:50	12:40	12:30	NB
12:45	12:52	13:00	13:10	13:20		SB
14:15	14:08	14:00	13:50	13:40	13:30	NB
13:45	13:52	14:00	14:10	14:20		SB
15:15	15:08	15:00	14:50	14:40	14:30	NB
14:45	14:52	15:00	15:10	15:20		SB
16:15	16:08	16:00	15:50	15:40	15:30	NB
15:15	15:22	15:30	15:40	15:50		SB
	16:38	16:30	16:20	16:10	16:00	NB
15:45	15:52	16:00	16:10	16:20		SB
	17:08	17:00	16:50	16:40	16:30	NB
16:15	16:22	16:30	16:40	16:50		SB
	17:38	17:30	17:20	17:10	17:00	NB
16:45	16:52	17:00	17:10	17:20		SB
	18:08	18:00	17:50	17:40	17:30	NB
17:15	17:22	17:30	17:40	17:50		SB
	18:38	18:30	18:20	18:10	18:00	NB
17:45	17:52	18:00	18:10	18:20		SB
19:15	19:08	19:00	18:50	18:40	18:30	NB
18:45	18:52	19:00	19:10	19:20		SB
20:15	20:08	20:00	19:50	19:40	19:30	NB
19:45	19:52	20:00	20:10	20:20		SB
21:15	21:08	21:00	20:50	20:40	20:30	NB
20:45	20:52	21:00	21:10	21:20		SB
22:15	22:08	22:00	21:50	21:40	21:30	NB

South Brooklyn – Weekends, Summer

			n — weekenas, Su RED			
WALL ST	BBP/P1	BBP/P6	ноок	BAT4	BAY R	DIRECTION
0:0				0:10 0:1	0	
5:45	5:52	6:00	6:10	6:20		SB
7:15	7:08	7:00	6:50	6:40	6:30	NB
6:30	6:37	6:45	6:55	7:05		SB
8:00	7:53	7:45	7:35	7:25	7:15	NB
7:15	7:22	7:30	7:40	7:50		SB
8:45	8:38	8:30	8:20	8:10	8:00	NB
8:00	8:07	8:15	8:25	8:35		SB
9:30	9:23	9:15	9:05	8:55	8:45	NB
8:45	8:52	9:00	9:10	9:20		SB
10:15	10:08	10:00	9:50	9:40	9:30	NB
9:30	9:37	9:45	9:55	10:05		SB
11:00	10:53	10:45	10:35	10:25	10:15	NB
10:15	10:22	10:30	10:40	10:50		SB
11:45	11:38	11:30	11:20	11:10	11:00	NB
11:00	11:07	11:15	11:25	11:35		SB
12:30	12:23	12:15	12:05	11:55	11:45	NB
11:45	11:52	12:00	12:10	12:20		SB
13:15	13:08	13:00	12:50	12:40	12:30	NB
12:30	12:37	12:45	12:55	13:05		SB
14:00	13:53	13:45	13:35	13:25	13:15	NB
13:15	13:22	13:30	13:40	13:50		SB
14:45	14:38	14:30	14:20	14:10	14:00	NB
14:00	14:07	14:15	14:25	14:35		SB
15:30	15:23	15:15	15:05	14:55	14:45	NB
14:45	14:52	15:00	15:10	15:20		SB
16:15	16:08	16:00	15:50	15:40	15:30	NB
15:30	15:37	15:45	15:55	16:05		SB
17:00	16:53	16:45	16:35	16:25	16:15	NB
16:15	16:22	16:30	16:40	16:50		SB
17:45	17:38	17:30	17:20	17:10	17:00	NB
17:00	17:07	17:15	17:25	17:35		SB
18:30	18:23	18:15	18:05	17:55	17:45	NB
17:45	17:52	18:00	18:10	18:20	17.13	SB
19:15	19:08	19:00	18:50	18:40	18:30	NB
18:30	18:37	18:45	18:55	19:05	10.50	SB
20:00	19:53	19:45	19:35	19:25	19:15	NB
19:15	19:33	19:30	19:40	19:50	15.15	SB
20:45	20:38	20:30	20:20	20:10	20:00	NB
20:00	20:07	20:15	20:25	20:35	20.00	SB
21:30	21:23	21:15	21:05	20:55	20:45	NB
20:45	20:52	21:00	21:10	21:20	20.43	SB
					21.20	
22:15	22:08	22:00	21:50	21:40	21:30	NB

South Brooklyn – Weekends, Fall and Spring Shoulder

		•	RED	Spring Shoulder		
WALL ST	BBP/P1	BBP/P6	НООК	BAT4	BAY R	DIRECTION
0:0	77 0	:08	0:10	0:10	0:10	
5:45	5:52	6:00	6:10	6:20	0.10	SB
7:15	7:08	7:00	6:50	6:40	6:30	NB
6:45	6:52	7:00	7:10	7:20	0.50	SB
8:15	8:08	8:00	7:50	7:40	7:30	NB
7:45	7:52	8:00	8:10	8:20	7.55	SB
9:15	9:08	9:00	8:50	8:40	8:30	NB
8:45	8:52	9:00	9:10	9:20		SB
10:15	10:08	10:00	9:50	9:40	9:30	NB
9:45	9:52	10:00	10:10	10:20		SB
11:15	11:08	11:00	10:50	10:40	10:30	NB
10:45	10:52	11:00	11:10	11:20		SB
12:15	12:08	12:00	11:50	11:40	11:30	NB
11:45	11:52	12:00	12:10	12:20		SB
13:15	13:08	13:00	12:50	12:40	12:30	NB
12:45	12:52	13:00	13:10	13:20		SB
14:15	14:08	14:00	13:50	13:40	13:30	NB
13:45	13:52	14:00	14:10	14:20		SB
15:15	15:08	15:00	14:50	14:40	14:30	NB
14:45	14:52	15:00	15:10	15:20		SB
16:15	16:08	16:00	15:50	15:40	15:30	NB
15:45	15:52	16:00	16:10	16:20		SB
17:15	17:08	17:00	16:50	16:40	16:30	NB
16:45	16:52	17:00	17:10	17:20		SB
18:15	18:08	18:00	17:50	17:40	17:30	NB
17:45	17:52	18:00	18:10	18:20		SB
19:15	19:08	19:00	18:50	18:40	18:30	NB
18:45	18:52	19:00	19:10	19:20		SB
20:15	20:08	20:00	19:50	19:40	19:30	NB
19:45	19:52	20:00	20:10	20:20		SB
21:15	21:08	21:00	20:50	20:40	20:30	NB
20:45	20:52	21:00	21:10	21:20		SB
22:15	22:08	22:00	21:50	21:40	21:30	NB

South Brooklyn – Weekends, Winter

			RED			
WALL ST	BBP/P1	BBP/P6	НООК	BAT4	BAY R	DIRECTION
	0:07 0:	08	0:10	0:10	0:10	
5:45	5:52	6:00	6:10	6:20		SB
7:15	7:08	7:00	6:50	6:40	6:30	NB
7:15	7:22	7:30	7:40	7:50		SB
8:45	8:38	8:30	8:20	8:10	8:00	NB
8:45	8:52	9:00	9:10	9:20		SB
10:15	10:08	10:00	9:50	9:40	9:30	NB
10:15	10:22	10:30	10:40	10:50		SB
11:45	11:38	11:30	11:20	11:10	11:00	NB
11:45	11:52	12:00	12:10	12:20		SB
13:15	13:08	13:00	12:50	12:40	12:30	NB
13:15	13:22	13:30	13:40	13:50		SB
14:45	14:38	14:30	14:20	14:10	14:00	NB
14:45	14:52	15:00	15:10	15:20		SB
16:15	16:08	16:00	15:50	15:40	15:30	NB
16:15	16:22	16:30	16:40	16:50		SB
17:45	17:38	17:30	17:20	17:10	17:00	NB
17:45	17:52	18:00	18:10	18:20		SB
19:15	19:08	19:00	18:50	18:40	18:30	NB
19:15	19:22	19:30	19:40	19:50		SB
20:45	20:38	20:30	20:20	20:10	20:00	NB
20:45	20:52	21:00	21:10	21:20		SB
22:15	22:08	22:00	21:50	21:40	21:30	NB

Vessel Alignment

Our team has developed a vessel design which is optimized for the service. This class of ferry will achieve a high degree of continuity, flexibility and efficiency. With no more than three vessels assigned to the route at any given time, there will always be at least one vessel identified for standby service.

SOUTH BROOKLYN ROUTE VESSEL ALIGNMENT

Day of Service	Time of Day	Season	In-Service Vessels	Standby Vessels
	Peak	All Seasons	3	1
Weekday	Off-Peak	Summer, Fall & Spring	2	2
		Winter	2	2
		Summer	2	2
Weekend	All Day	Fall & Spring	2	2
		Winter	1	3

Vessel Deployment/Dispatching Plan

HMS' deployment and dispatching plan begins with the vessel design. By developing a single class of vessel which stresses simplicity of design and redundancy of critical systems, the risk of downtime is greatly reduced and the ability to quickly respond with immediate repairs or a

standby vessel is greatly enhanced. The single class of vessels also allows for more interchanging of crews, greatly simplifying logistics.

The Port Captain will be responsible for dispatching of both vessels and crew. Working directly with the Port Engineer, the Port Captain will have real time status updates on the readiness of vessels at all times.

Route Alignment

Route alignment is critical to the planning and success of any integrated transit system. Whether a comprehensive service is provided or individual routes, there are numerous external stakeholders representing other routes and services, other modes of transit, which impact the vertical integration chain. Entering into a transit endeavor of the size and scope of the City Wide Ferry system will require extensive planning and coordination by all parties. This is an activity HMS has participated in for many years and strongly believes in being an active and collaborative partner in.

Contingency Plan

As part of HMS' existing Safety Management System, contingency plans are developed for all identifiable risks. A Vessel Emergency Plan (VEP) is developed specific to each operation/route and crews are trained extensively on its implementation and use.

The Vessel Emergency Plan (VEP) is designed as a quick reference emergency checklist with emergency contacts. It also contains the basic framework for incident command. At most project sites, it also acts and functions as the Non-Tank Vessel Response Plan. Each copy of the VEP must be updated when changes are made.

VEP Major Components:

- Status Codes
- Incident Checklists
- Geographical Services and Aid
- Injury Instructions
- Incident Command System (ICS)
- Pollution Response

Adverse Weather Contingency Plans

Another factor considered in the vessel design is the weather and other environmental conditions in New York harbor. BMT Nigel Gee has extensive knowledge of these conditions and have applied their experience to the design by ensuring it is a robust hull with exemplary seakeeping qualities. The NYC Class Ferry was designed in concept as a single-deck vessel to be larger than most 150 passenger vessels, providing a longer length of waterline and generally more stable platform.

This superior design will greatly mitigate the risk of adverse weather conditions causing delays or interruptions in service, but no design will alleviate the risk entirely. There will still be extreme situations which will require any ferry service in the region to interrupt or suspend

service, for the safety of their passengers. In these unique and relatively rare circumstances commuters will be forced to temporarily adopt alternative modes of transportation.

Uninterrupted Operations

The primary mitigation plan to ensure uninterrupted operations is the availability of a standby vessel, which is absolutely necessary for a commuter service which must have a reputation for being reliable and on time. Through HMS' extensive experience we know that just having a standby vessel is not enough unless the proper systems and protocols are in place to ensure its readiness and timely deployment. For the South Brooklyn route, HMS will establish a 30-minute Standby Vessel protocol.

The designated 30-minute Standby Vessel shall be in a state of readiness such that it can be deployed to the route in under 30 minutes from the time the activation decision is made from an authorized manager. The 30-minute Standby Vessel shall be clearly designated at all times. No maintenance which could put its readiness at risk shall be scheduled or performed. All fuel, water and consumables shall be stocked and a standby crew identified.

Secondary to the immediate response of the standby vessel, another key to uninterrupted operations lies in a sound and formidable maintenance program. See *Engineering Management System* for further details. Just as critical, when a vessel is taken out of service for mechanical reasons it is immediately designated to be in a critical status and corrective action is implemented with priority dispatch.

It is these types of well-developed systems which HMS has implemented over our many years of operating numerous ferry systems with a high percentage of on-time and reliable service.

Homeport/Lavover

Behind-the-scenes logistics are critical to providing an excellent ferry service. This encompasses all of the support services such as maintenance, crewing, fueling and victualling. In order to carry these crucial activities out in an efficient and effective manner it is vital to have an organized and well-equipped homeport for the vessels.

If chosen to provide this service, HMS will identify and procure a suitable homeport site on the East River which will provide enough dock space for all of the vessels, a maintenance facility, storage, office space, crew parking and other necessities for the proper care and maintenance of the ferry vessels and support services. Fueling by truck and black water pump-out will be performed at the homeport facility as well.

Amenities

While HMS' vision of the ferry service is focused on excellent service, it will ensure that the amenities which are most important to commuters are available. These amenities will be on par with typical mass transit services, such as MTA. The amenities planned for the service are safe, clean, reliable and efficient ferry service provided by courteous transportation professionals.

Integrated Transportation Options

At this time HMS does not plan to utilize the vessels on any other transportation options. Our experience has shown us that these activities are high maintenance and detract from the reliability of the primary mission; safe and reliable transportation for our core customers.

Management Systems

HMS' success as a leading provider of ferry service around the country has been directly attributable to the highly effective management systems we utilize. This service will be no different. Whether a regulatory or contract requirement or not, HMS strongly believes in investing in applying these management systems to every project we engage.

Safety Management System

HMS is a pioneer in the domestic ferry industry when it comes to applying the ISM Code to our operations. We have consistently held Safety Management Certificates and Documents of Compliance on our international ferry operations since 1998 and were the first domestic ferry operator to receive a voluntary SMC and DOC in 2003. Since then we have continued to implement successful voluntary SMS programs on our domestic ferry operations.

HMS' Safety Management System is our umbrella management tool and encompasses a portfolio of other critical programs, including our Qualifications Training Program, Emergency Response and Contingency Plans, Risk Management and key metrics program.

Engineering Management System

At HMS, our Engineering Management System (EMS) goes well beyond just a preventive maintenance program. In addition to a PMS, HMS' mature EMS also includes overhaul and capital project planning and management, trend analysis, identification of critical spares, contingency planning and training.

These advanced programs greatly reduce the risk of mechanical failures and the costs and frequencies of repairs. In doing so, our reliability is greatly increased.

Operations Fee (Revenue)
Participation Payment to NYCEDC (Expense)
me After Operations Fee & Participation Payment

purposes of this RFP, Net Income means, for any period of time, Revenue for such period minus the Expenses for such period

Crew Wages (includes burden) Management Overhead Repairs and Maintenance Fuel Costs Citywide Ferry Service RFP Sample Proforma Requested Assistance (if necessary) Other Expenses Vessel Cost (Depreciation/ Interest) Insurance Expenses Expenses Advertising Revenue inside boat Other Revenue Concessions Snow Removal for all landings Revenue Hours Total Revenue otal Expenses Layover Dead Heading ncessions Revenue Total Projected Ridership Base Fare (\$2.75) No: of Vessels - (3 opertions vessels, plus a shared spare) Month 1 116 104 4,691 Month 2 785 105 94 Month 3 953 184 Month 4 Month 5 Month 6 Month 7 985 110 120 11,727 2.75 1,021 121 124 14,072 2.75 987 116 120 18,763 2.75 1,019 116 124 23,454 2.75 Month 8 Month 9 Month 10 Month 11 Month 12 1,023 127 124 23,454 2.75 901 182 98 32,835 2.75 963 183 121 104 42,216 2.75 852 110 102 46,907 2.75 Total Year 1 272,062 2.75 11,224 1,588 1,328 11,224 1,588 1,328 Total Year 2 562,886 2.75 11,224 1,588 1,328 Total Year 3 1,641,044 591,030 2.75 11,224 1,588 1,328 614,672 2.75 Total Year 4

Route-Based Response- South Brooklyn

APPENDIX A.1-7: PRO FORMA TEMPLATE FOR ROUTE-BASED RESPONSE-SOUTH

11,224 1,588 1,328 Total Year 5

633,112

OPERATIONS PLAN

South Brooklyn - Governor's Island

(Section 4.a)

Approach to Services

HMS' core values are the cornerstone of its business philosophy representing what HMS stands for and how decisions are made on a daily basis. Also, HMS utilizes standing management systems as a framework to provide safe, reliable, and efficient transportation services. Policies and procedures are tailored to the specific project site to facilitate the implementation of the management systems.

Core Values

- Safety First
- Teamwork
- Integrity
- Innovation
- Service Excellence

Service Excellence

"All customers, clients and team members deserve the finest service we can deliver."

Service Excellence is at the heart of HMS' Core Values. Every member of the HMS team strives to provide the best possible service to each and every customer at all times. While it is easy to view customers as "passengers" - they are much more. Passengers are first and foremost the "customer" and deserve a safe, efficient, and professional service. Team members must never forget this fact in the performance of duty.

As a rule, HMS employees treat all customers in a friendly, professional manner. As part of the introductory and ongoing HMS training program, every employee is trained to deliver the finest service while maintaining a safety first philosophy.

The team's approach to the South Brooklyn ~ Governor's Island Route service echoes these sentiments. The commuters utilizing the service will enjoy safe, reliable and affordable transportation as a highlight of their daily commute. The ensuing operations plan details how the HMS team intends to achieve this high level of service excellence.

Schedule

After careful analysis, HMS believes the minimum schedule requirements set forth by the RFP are prudent at this point and will result in the highest level of efficient service for the South Brooklyn ~ Governor's Island Route. The schedules proposed by HMS will meet but not exceed these requirements. For detailed departure and transit times please refer to the *Operating Schedules* section below.

Frequency

Sufficient frequency is critical in a commuter service. The likelihood of passengers electing to utilize a particular service increases as the headway decreases. Therefore, HMS' proposed schedules for the South Brooklyn ~ Governor's Island Route meet the required headways as outlined in the RFP.

SOUTH BROOKLYN ~ GOVERNOR'S ISLAND ROUTE

Day of Service	Time of Day	Season	Max. Headway
	Peak	All Seasons	30 minutes
Weekday	Off-Peak	Summer, Fall & Spring	45 minutes
	OII-Feak	Winter	60 minutes
		Summer	45 minutes
Weekend	All Day	Fall & Spring	60 minutes
		Winter	90 minutes

Running (Transit) Time

In determining transit times it is critical to strike the most efficient balance between vessel speed, resulting operating expenses and service requirements. Setting the maximum travel times allowed in the RFP as the objective, passage plans were developed at various speeds and passenger flow rates. Working closely with our team members, BMT Nigel Gee (vessel designer) and Metal Shark (vessel builder), we first focused on optimizing the design to achieve the highest possible passenger flow rates on and off the vessels in order to substantially reduce the amount of time required at each landing. Next, the team analyzed the fuel efficiency of the hulls at various speeds to determine the optimum transit speeds. The result identified the optimum speeds required to reduce operating costs while still meeting the required transit times. This is illustrated in the passage plan below.

Recovery Time

Although all efforts are made to adhere to the schedule, there are numerous variables outside of the operators control on any given day which create delays. These delays can stem from vessel traffic, weather conditions, current, passenger needs or other external factors. As such, it is necessary to achieve recovery time throughout the day. One method to accomplish this is to build cushion or float time into the schedule, which can result in the inefficient use of resources. Another method, preferred and proposed by HMS, is to gain recovery time through increased speed when needed. By designing additional speed capability into the vessels, HMS is confident that any requirements for recovery time will be met.

BBP/P6 - Atlantic to Red BBP/P1 - DUMBO to Wall St to BBP/P1 - BBP/P6 - Atlantic DUMBO BBP/P6 - Atlantic DUMBO	WP	Maneuvering (Approa BBP/P1 - DUMBO Pax Transfer (on) BBP/P1 - DUMBO Maneuvering (Depart)	ARRIVE AT Maneuvering (Depart) Maneuvering (Approa BBP/P1 - DUMBO Pax Transfer (off) BBP/P1 - DUMBO	0.5	(kts) 0.0 20.0	(hrs)	TIME (mins)	HP	100% BURN	K	FUEL BURN
BBP/P1 - DUMBO to Wall St to BBP/P1 - BBP/P6 - Atlantic DUMBO	WP	FROM Wall St Maneuvering (Depart) Maneuvering (Approa BBP/P1 - DUMBO Pax Transfer (on) BBP/P1 - DUMBO Maneuvering (Depart)	AT Maneuvering (Depart) Maneuvering (Approa BBP/P1 - DUMBO Pax Transfer (off)	(nm) 0 0.5 ch)	0.0 20.0	(hrs)	(mins) 0.9			K	_
BBP/P1 - DUMBO to Wall St to BBP/P1 BBP/P6 - Atlantic DUMBO		Wall St Maneuvering (Depart) Maneuvering (Approa BBP/P1 - DUMBO Pax Transfer (on) BBP/P1 - DUMBO Maneuvering (Depart)	Maneuvering (Depart) Maneuvering (Approa BBP/P1 - DUMBO Pax Transfer (off)	0.5 ch)	0.0	0.015	0.9		BURN		BURN
BBP/P6 - Atlantic DUMBO		Maneuvering (Depart) Maneuvering (Approa BBP/P1 - DUMBO Pax Transfer (on) BBP/P1 - DUMBO Maneuvering (Depart)	Maneuvering (Approa BBP/P1 - DUMBO Pax Transfer (off)	0.5 ch)	20.0						
BBP/P1 - DUMBO to Wall St to BBP/P1 BBP/P6 - Atlantic DUMBO		Maneuvering (Depart) Maneuvering (Approa BBP/P1 - DUMBO Pax Transfer (on) BBP/P1 - DUMBO Maneuvering (Depart)	Maneuvering (Approa BBP/P1 - DUMBO Pax Transfer (off)	0.5 ch)	20.0						
BBP/P1 - DUMBO to Wall St to BBP/P1 BBP/P6 - Atlantic DUMBO		Maneuvering (Approa BBP/P1 - DUMBO Pax Transfer (on) BBP/P1 - DUMBO Maneuvering (Depart)	Maneuvering (Approa BBP/P1 - DUMBO Pax Transfer (off)	ch) 0		0.025					
BBP/P1 - DUMBO to BBP/P6 - Atlantic		Maneuvering (Approa BBP/P1 - DUMBO Pax Transfer (on) BBP/P1 - DUMBO Maneuvering (Depart)	BBP/P1 - DUMBO Pax Transfer (off)	0	0.0		1.5				
BBP/P1 - DUMBO to BBP/P6 - Atlantic		BBP/P1 - DUMBO Pax Transfer (on) BBP/P1 - DUMBO Maneuvering (Depart)	Pax Transfer (off)		0.0						
BBP/P1 - DUMBO to BBP/P6 - Atlantic		BBP/P1 - DUMBO Pax Transfer (on) BBP/P1 - DUMBO Maneuvering (Depart)	Pax Transfer (off)	0		0.015	0.9				
BBP/P1 - DUMBO to BBP/P6 - Atlantic		Pax Transfer (on) BBP/P1 - DUMBO Maneuvering (Depart)		U	0.0	0.020	1.2				
BBP/P1 - DUMBO to BBP/P6 - Atlantic		Pax Transfer (on) BBP/P1 - DUMBO Maneuvering (Depart)			0.0	0.020	1.2				
		BBP/P1 - DUMBO Maneuvering (Depart)	BBP/P1 - DUMBO	0	0.0	0.030	1.8				
		Maneuvering (Depart)									
		Maneuvering (Depart)		0	0.0	0.015	0.9				
			Maneuvering (Depart)		00.0	0.000	0.0				
			Maneuvering (Approa		23.0	0.039	2.3				
		Maneuvering (Approa		0	0.0	0.015	0.9				
			BBP/P6 - Atlantic	J	0.0	0.010	0.9				
		BBP/P6 - Atlantic		0	0.0	0.020	1.2				
			Pax Transfer (off)								
אסאר Hook		Pax Transfer (on)		0	0.0	0.030	1.8				
3P/ア6 - Atlantic to Red Hook			BBP/P6 - Atlantic	0	0.0	0.015	0.0				
SP/P6 - Atlantic to R Hook		BBP/P6 - Atlantic	Maneuvering (Depart)	0	0.0	0.015	0.9				
אסאר Hook		Maneuvering (Depart)	waneavering (Depart)	1.3	26.0	0.050	3.0				
SP/P6 - Atlani Hook			Maneuvering (Approa								
3P/P6 - A1 HC		Maneuvering (Approa		0	0.0	0.015	0.9				
3P/P6			Red Hook								
, 구		Red Hook	D T (- f)	0	0.0	0.020	1.2				
		Pax Transfer (on)	Pax Transfer (off)	0	0.0	0.030	1.8				
ॼ			Red Hook	U	0.0	0.030	1.0				
		Red Hook	r tou r look	0	0.0	0.015	0.9				
<u>s</u>			Maneuvering (Depart)								
> _		Maneuvering (Depart)			20.0	0.028	1.7				
9 -			Maneuvering (Approa		0.0	0.045	0.0				
¥ F		Maneuvering (Approa	Governors Island	0	0.0	0.015	0.9				
Red Hook to Gov Isl		Governors Island	Governors Island	0	0.0	0.020	1.2				
peg		Covernore lolaria	Pax Transfer (off)	J	0.0	0.020					
œ _		Pax Transfer (on)		0	0.0	0.030	1.8				
			Governors Island								
L		Governors Island	Management (Dec. 1)	0	0.0	0.015	0.9				
P4		Maneuvering (Depart)	Maneuvering (Depart)	2.5	26.0	0.096	5.8				
Gov Isl to BAT P4			Maneuvering (Approa		20.0	0.090	5.6				
o B.		Maneuvering (Approa		0	0.0	0.015	0.9				
sl t			BAT P4								
<u>S</u>		BAT P4		0	0.0	0.020	1.2				
ŏ _		Day Transfer (cm)	Pax Transfer (off)		0.0	0.000	4.0				
-		Pax Transfer (on)	BAT P4	0	0.0	0.030	1.8				
\dashv		BAT P4		0	0.0	0.015	0.9				
e Je			Maneuvering (Depart)		5.5	3.010	0.0				
BAT P4 to Bay Ridge		Maneuvering (Depart)		1.1	26.0	0.042	2.5				
ay F			Maneuvering (Approa	ch)							
ë		Maneuvering (Approa	Day Did	0	0.0	0.015	0.9				
4 t			Bay Ridge	0	0.0	0.000	1.0				
F F		Bay Ridge	Pax Transfer (off)	0	0.0	0.020	1.2				
ВА			Tax Transier (UII)								
		Pax Transfer (on)		0	0.0	0.030	1.8				

Operating Schedules

The following represent the detailed operating schedules for the South Brooklyn ~ Governor's Island route during each season. All times represent departure times.

South Brooklyn ~ Governor's Island – Weekdays, Summer and Shoulder Seasons

WALL ST		BBP/P1	J ,	BBP/P6		RED HOO		kdays, Su		BAT4		BAY R	DIRECTION
WALLSI		DDP/P1		DDP/P0		KED HOO	<u> </u>	GOV ISL		DA14		DATK	DIRECTION
	0:06		0:07		0:08		0:07		0:10		0:07		
5:45	0:06	5:51	0:07	5:58	0:08	6:06	0:07	6:13	0:10	6:23	0:07		SB
				,						,		C-20	
7:05		6:59		6:52		6:44		6:40		6:37		6:30	NB
6:15		6:21		6:28		6:36		6:43		6:53		7.00	SB
7:35		7:29		7:22		7:14		7:10		7:07		7:00	NB
6:45		6:51		6:58		7:06		7:13	1	7:23		7.00	SB
8:05		7:59		7:52		7:44		7:40		7:37		7:30	NB
7:15		7:21		7:28		7:36		7:43	1	7:53			SB
8:35		8:29		8:22		8:14		8:10		8:07		8:00	NB
7:45		7:51		7:58		8:06		8:13	1	8:23			SB
9:05		8:59		8:52		8:44		8:40		8:37		8:30	NB
8:15		8:21		8:28		8:36		8:43		8:53			SB
		9:29		9:22		9:14		9:10		9:07		9:00	NB
8:45		8:51		8:58		9:06		9:13		9:23			SB
10:05		9:59		9:52		9:44		9:40		9:37		9:30	NB
9:30		9:36		9:43		9:51		9:58		10:08			SB
10:50		10:44		10:37		10:29		10:25		10:22		10:15	NB
10:15		10:21		10:28		10:36		10:43		10:53			SB
11:35		11:29		11:22		11:14		11:10		11:07		11:00	NB
11:00		11:06		11:13		11:21		11:28		11:38			SB
12:20		12:14		12:07		11:59		11:55		11:52		11:45	NB
11:45		11:51		11:58		12:06		12:13		12:23			SB
13:05		12:59		12:52		12:44		12:40		12:37		12:30	NB
12:30		12:36		12:43		12:51		12:58		13:08			SB
13:50		13:44		13:37		13:29		13:25		13:22		13:15	NB
13:15		13:21		13:28		13:36		13:43		13:53			SB
14:35		14:29		14:22		14:14		14:10		14:07		14:00	NB
14:00		14:06		14:13		14:21		14:28		14:38			SB
15:20		15:14		15:07		14:59		14:55		14:52		14:45	NB
14:45		14:51		14:58		15:06		15:13		15:23			SB
16:05		15:59		15:52		15:44		15:40		15:37		15:30	NB
15:15		15:21		15:28		15:36		15:43		15:53			SB
16:35		16:29		16:22		16:14		16:10		16:07		16:00	NB
15:45		15:51		15:58		16:06		16:13		16:23			SB
17:05		16:59		16:52		16:44		16:40		16:37		16:30	NB
16:15		16:21		16:28		16:36		16:43		16:53			SB
		17:29		17:22		17:14		17:10		17:07		17:00	NB
16:45		16:51		16:58		17:06		17:13		17:23			SB
		17:59		17:52		17:44		17:40		17:37		17:30	NB
17:15		17:21		17:28		17:36		17:43		17:53			SB
		18:29		18:22		18:14		18:10		18:07		18:00	NB
17:45		17:51		17:58		18:06		18:13		18:23			SB
19:05		18:59		18:52		18:44		18:40		18:37		18:30	NB
18:30		18:36		18:43		18:51		18:58		19:08			SB
19:50		19:44		19:37		19:29		19:25		19:22		19:15	NB
19:15		19:21		19:28		19:36		19:43		19:53			SB
20:35		20:29		20:22		20:14		20:10		20:07		20:00	NB
20:00		20:06		20:13		20:21		20:28		20:38			SB
21:20		21:14		21:07		20:59		20:55		20:52		20:45	NB
20:45		20:51		20:58		21:06		21:13		21:23		_55	SB
22:05		21:59		21:52		21:44		21:40		21:37		21:30	NB

South Brooklyn ~ Governor's Island – Weekdays, Winter

WALL ST		BBP/P1		BBP/P6		RED HOOI		GOV ISL		BAT4		BAY R	DIRECTION
												-	1
	0:06		0:07		0:08		0:07		0:10		0:07		
5:45		5:51		5:58		6:06		6:13		6:23			SB
7:05		6:59		6:52		6:44		6:40		6:37		6:30	NB
6:15		6:21		6:28		6:36		6:43		6:53			SB
7:35		7:29		7:22		7:14		7:10		7:07		7:00	NB
6:45		6:51		6:58		7:06		7:13		7:23			SB
8:05		7:59		7:52		7:44		7:40		7:37		7:30	NB
7:15		7:21		7:28		7:36		7:43		7:53		7.50	SB
8:35		8:29		8:22		8:14		8:10		8:07		8:00	NB
7:45		7:51		7:58		8:06		8:13		8:23		0.00	SB
9:05		8:59		8:52		8:44		8:40		8:37		8:30	NB
8:15		8:21		8:28		8:36		8:43		8:53		0.00	SB
0.15		9:29		9:22		9:14		9:10		9:07		9:00	NB
8:45		8:51		8:58		9:06		9:13		9:23		3.00	SB
10:05		9:59		9:52		9:44		9:40		9:37		9:30	NB
9:45		9:51		9:58		10:06		10:13		10:23		3.30	SB
11:05		10:59		10:52		10:44		10:40		10:37		10:30	NB
10:45		10:51		10:52		11:06		11:13		11:23		10.50	SB
12:05		11:59		11:52		11:44		11:40		11:37		11:30	NB
11:45		11:51		11:58		12:06		12:13		12:23		11.50	SB
13:05		12:59		12:52		12:44		12:40		12:37		12:30	NB
12:45		12:51		12:58		13:06		13:13		13:23		12.50	SB
14:05		13:59		13:52		13:44		13:40		13:37		13:30	NB
13:45		13:51		13:58		14:06		14:13		14:23		13.30	SB
15:05		14:59		14:52		14:44		14:40		14:37		14:30	NB
14:45		14:51		14:58		15:06		15:13		15:23		14.50	SB
16:05		15:59		15:52		15:44		15:40		15:37		15:30	NB
15:15		15:21		15:32		15:36		15:43		15:53		15.50	SB
16:35		16:29		16:22		16:14		16:10		16:07		16:00	NB
15:45		15:51		15:58		16:06		16:13		16:23		10.00	SB
17:05		16:59		16:52		16:44		16:40	1	16:37		16:30	NB
16:15		16:21		16:28		16:36		16:43		16:53		10.50	SB
17:25		17:29		17:22		17:14		17:10		17:07		17:00	NB
16:45		16:51		16:58		17:14		17:13		17:23		17.00	SB
12:05		17:59		17:52		17:44		17:40		17:37		17:30	NB
17:15		17:21		17:32		17:36		17:43		17:53		17.50	SB
18:35		18:29		18:22		18:14		18:10		18:07		18:00	NB
17:45		17:51		17:58		18:06		18:13		18:23		10.00	SB
19:05		18:59		18:52		18:44		18:40	1	18:37		18:30	NB
18:45		18:51		18:58		19:06		19:13		19:23		10.30	SB
20:05		19:59		19:52		19:44		19:40		19:37		19:30	NB
19:45		19:51		19:58		20:06		20:13		20:23		19.30	SB
21:05		20:59		20:52		20:44		20:13		20:23		20:30	NB
20:45												20.50	
20:45		20:51		20:58		21:06 21:44		21:13 21:40		21:23		21:30	SB NB
22.05		21:59	ш	21:52		21.44		21.40		21:37		21:30	IND

South Brooklyn ~ Governor's Island – Weekends, Summer

WALL ST		BBP/P1		BBP/P6		RED HOOK		GOV ISL		BAT4		BAY R	DIRECTION
	0:06		0:07		0:08		0:07		0:10		0:07		
,				r		-		6:13		6:23			SB
								6:40		6:37		6:30	NB
-		-		r		-		6:58		7:08			SB
								7:25		7:22		7:15	NB
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								8:10		8:07		8:00	NB
						-		8:28		8:38			SB
								8:55		8:52		8:45	NB
8:45		8:51		8:58		9:06		9:13		9:23			SB
10:05		9:59		9:52		9:44		9:40		9:37		9:30	NB
9:30		9:36		9:43		9:51		9:58		10:08			SB
10:50		10:44		10:37		10:29		10:25		10:22		10:15	NB
10:15		10:21		10:28		10:36		10:43		10:53			SB
11:35		11:29		11:22		11:14		11:10		11:07		11:00	NB
11:00		11:06		11:13		11:21		11:28		11:38			SB
12:20		12:14		12:07		11:59		11:55		11:52		11:45	NB
11:45		11:51		11:58		12:06		12:13		12:23			SB
13:05		12:59		12:52		12:44		12:40		12:37		12:30	NB
12:30		12:36		12:43		12:51		12:58		13:08			SB
13:50		13:44		13:37		13:29		13:25		13:22		13:15	NB
13:15		13:21		13:28		13:36		13:43		13:53			SB
14:35		14:29		14:22		14:14		14:10		14:07		14:00	NB
14:00		14:06		14:13		14:21		14:28		14:38			SB
15:20		15:14		15:07		14:59		14:55		14:52		14:45	NB
14:45		14:51		14:58		15:06		15:13		15:23			SB
16:05		15:59		15:52		15:44		15:40		15:37		15:30	NB
15:30		15:36		15:43		15:51		15:58		16:08			SB
16:50		16:44		16:37		16:29		16:25		16:22		16:15	NB
16:15		16:21		16:28		16:36		16:43		16:53			SB
17:35		17:29		17:22		17:14		17:10		17:07		17:00	NB
17:00		17:06		17:13		17:21		17:28		17:38			SB
18:20		18:14		18:07		17:59		17:55		17:52		17:45	NB
17:45		17:51		17:58		18:06		18:13		18:23			SB
19:05		18:59		18:52		18:44		18:40		18:37		18:30	NB
18:30		18:36		18:43		18:51		18:58		19:08			SB
19:50		19:44		19:37		19:29		19:25		19:22		19:15	NB
19:15		19:21		19:28		19:36		19:43		19:53			SB
20:35		20:29		20:22		20:14		20:10		20:07		20:00	NB
20:00		20:06		20:13		20:21		20:28		20:38			SB
21:20		21:14		21:07		20:59		20:55		20:52		20:45	NB
20:45		20:51		20:58		21:06		21:13		21:23		_00	SB
22:05		21:59		21:52		21:44		21:40		21:37		21:30	NB

South Brooklyn ~ Governor's Island – Weekends, Fall and Spring Shoulder

WALL ST		BBP/P1		BBP/P6		RED HOO	K	GOV ISL		BAT4		BAY R	DIRECTION
	0:06		0:07		0:08		0:07		0:10		0:07		
5:45		5:51		5:58		6:06		6:13		6:23			SB
7:05		6:59		6:52		6:44		6:40		6:37		6:30	NB
6:45		6:51		6:58		7:06		7:13		7:23			SB
8:05		7:59		7:52		7:44		7:40		7:37		7:30	NB
7:45		7:51		7:58		8:06		8:13		8:23			SB
9:05		8:59		8:52		8:44		8:40		8:37		8:30	NB
8:45		8:51		8:58		9:06		9:13		9:23			SB
10:05		9:59		9:52		9:44		9:40		9:37		9:30	NB
9:45		9:51		9:58		10:06		10:13		10:23			SB
11:05		10:59		10:52		10:44		10:40		10:37		10:30	NB
10:45		10:51		10:58		11:06		11:13		11:23			SB
12:05		11:59		11:52		11:44		11:40		11:37		11:30	NB
11:45		11:51		11:58		12:06		12:13		12:23			SB
13:05		12:59		12:52		12:44		12:40		12:37		12:30	NB
12:45		12:51		12:58		13:06		13:13		13:23			SB
14:05		13:59		13:52		13:44		13:40		13:37		13:30	NB
13:45		13:51		13:58		14:06		14:13		14:23			SB
15:05		14:59		14:52		14:44		14:40		14:37		14:30	NB
14:45		14:51		14:58		15:06		15:13		15:23			SB
16:05		15:59		15:52		15:44		15:40		15:37		15:30	NB
15:45		15:51		15:58		16:06		16:13		16:23			SB
17:05		16:59		16:52		16:44		16:40		16:37		16:30	NB
16:45		16:51		16:58		17:06		17:13		17:23			SB
18:05		17:59		17:52		17:44		17:40		17:37		17:30	NB
17:45		17:51		17:58		18:06		18:13		18:23			SB
19:05		18:59		18:52		18:44		18:40		18:37		18:30	NB
18:45		18:51		18:58		19:06		19:13		19:23			SB
20:05		19:59		19:52		19:44		19:40		19:37		19:30	NB
19:45		19:51		19:58		20:06		20:13		20:23		25.55	SB
21:05		20:59		20:52		20:44		20:40		20:37		20:30	NB
20:45		20:51		20:58		21:06		21:13		21:23		20.50	SB
												21.30	
22:05		21:59		21:52		21:44		21:40		21:37		21:30	NB

South Brooklyn ~ Governor's Island – Weekends, Winter

WALL ST		BBP/P1		BBP/P6		RED HOOK		GOV ISL		BAT4		BAY R	DIRECTION
	0:06		0:07		0:08		0:07		0:10		0:07		
5:45		5:51		5:58		6:06		6:13		6:23			SB
7:05		6:59		6:52		6:44		6:40		6:37		6:30	NB
7:15		7:21		7:28		7:36		7:43		7:53			SB
8:35		8:29		8:22		8:14		8:10		8:07		8:00	NB
8:45		8:51		8:58		9:06		9:13		9:23			SB
10:05		9:59		9:52		9:44		9:40		9:37		9:30	NB
10:15		10:21		10:28		10:36		10:43		10:53			SB
11:35		11:29		11:22		11:14		11:10		11:07		11:00	NB
11:45		11:51		11:58		12:06		12:13		12:23			SB
13:05		12:59		12:52		12:44		12:40		12:37		12:30	NB
13:15		13:21		13:28		13:36		13:43		13:53			SB
14:35		14:29		14:22		14:14		14:10		14:07		14:00	NB
14:45		14:51		14:58		15:06		15:13		15:23			SB
16:05		15:59		15:52		15:44		15:40		15:37		15:30	NB
16:15		16:21		16:28		16:36		16:43		16:53			SB
17:35		17:29		17:22		17:14		17:10		17:07		17:00	NB
17:45		17:51		17:58		18:06		18:13		18:23			SB
19:05		18:59		18:52		18:44		18:40		18:37		18:30	NB
19:15		19:21		19:28		19:36		19:43		19:53			SB
20:35		20:29		20:22		20:14		20:10		20:07		20:00	NB
20:45		20:51		20:58		21:06		21:13		21:23			SB
22:05		21:59		21:52		21:44		21:40		21:37		21:30	NB

Vessel Alignment

Our team has developed a vessel design which is optimized for the service. This class of ferry will achieve a high degree of continuity, flexibility and efficiency. With no more than three vessels assigned to the route at any given time, there will always be at least one vessel identified for standby service.

SOUTH BROOKLYN ~ GOVERNOR'S ISLAND ROUTE VESSEL ALIGNMENT

Day of Service	Time of Day	Season	In-Service Vessels	Standby Vessels
	Peak	All Seasons	3	1
Weekday	Off-Peak	Summer, Fall & Spring	2	2
	OII-Feak	Winter	2	2
		Summer	2	2
Weekend	All Day	Fall & Spring	2	2
		Winter	1	3

Vessel Deployment/Dispatching Plan

HMS' deployment and dispatching plan begins with the vessel design. By developing a single class of vessel which stresses simplicity of design and redundancy of critical systems, the risk of downtime is greatly reduced and the ability to quickly respond with immediate repairs or a

standby vessel is greatly enhanced. The single class of vessels also allows for more interchanging of crews, greatly simplifying logistics.

The Port Captain will be responsible for dispatching of both vessels and crew. Working directly with the Port Engineer, the Port Captain will have real time status updates on the readiness of vessels at all times.

Route Alignment

Route alignment is critical to the planning and success of any integrated transit system. Whether a comprehensive service is provided or individual routes, there are numerous external stakeholders representing other routes and services, other modes of transit, which impact the vertical integration chain. Entering into a transit endeavor of the size and scope of the City Wide Ferry system will require extensive planning and coordination by all parties. This is an activity HMS has participated in for many years and strongly believes in being an active and collaborative partner in.

Contingency Plan

As part of HMS' existing Safety Management System, contingency plans are developed for all identifiable risks. A Vessel Emergency Plan (VEP) is developed specific to each operation/route and crews are trained extensively on its implementation and use.

The Vessel Emergency Plan (VEP) is designed as a quick reference emergency checklist with emergency contacts. It also contains the basic framework for incident command. At most project sites, it also acts and functions as the Non-Tank Vessel Response Plan. Each copy of the VEP must be updated when changes are made.

VEP Major Components:

- Status Codes
- Incident Checklists
- Geographical Services and Aid
- Injury Instructions
- Incident Command System (ICS)
- Pollution Response

Adverse Weather Contingency Plans

Another factor considered in the vessel design is the weather and other environmental conditions in New York harbor. BMT Nigel Gee has extensive knowledge of these conditions and have applied their experience to the design by ensuring it is a robust hull with exemplary seakeeping qualities. The NYC Class Ferry was designed in concept as a single-deck vessel to be larger than most 150 passenger vessels, providing a longer length of waterline and generally more stable platform.

This superior design will greatly mitigate the risk of adverse weather conditions causing delays or interruptions in service, but no design will alleviate the risk entirely. There will still be extreme situations which will require any ferry service in the region to interrupt or suspend

service, for the safety of their passengers. In these unique and relatively rare circumstances commuters will be forced to temporarily adopt alternative modes of transportation.

Uninterrupted Operations

The primary mitigation plan to ensure uninterrupted operations is the availability of a standby vessel, which is absolutely necessary for a commuter service which must have a reputation for being reliable and on time. Through HMS' extensive experience we know that just having a standby vessel is not enough unless the proper systems and protocols are in place to ensure its readiness and timely deployment. For the South Brooklyn ~ Governor's Island route, HMS will establish a 30-minute Standby Vessel protocol.

The designated 30-minute Standby Vessel shall be in a state of readiness such that it can be deployed to the route in under 30 minutes from the time the activation decision is made from an authorized manager. The 30-minute Standby Vessel shall be clearly designated at all times. No maintenance which could put its readiness at risk shall be scheduled or performed. All fuel, water and consumables shall be stocked and a standby crew identified.

Secondary to the immediate response of the standby vessel, another key to uninterrupted operations lies in a sound and formidable maintenance program. See *Engineering Management System* for further details. Just as critical, when a vessel is taken out of service for mechanical reasons it is immediately designated to be in a critical status and corrective action is implemented with priority dispatch.

It is these types of well-developed systems which HMS has implemented over our many years of operating numerous ferry systems with a high percentage of on-time and reliable service.

Homeport/Lavover

Behind-the-scenes logistics are critical to providing an excellent ferry service. This encompasses all of the support services such as maintenance, crewing, fueling and victualling. In order to carry these crucial activities out in an efficient and effective manner it is vital to have an organized and well-equipped homeport for the vessels.

If chosen to provide this service, HMS will identify and procure a suitable homeport site on the East River which will provide enough dock space for all of the vessels, a maintenance facility, storage, office space, crew parking and other necessities for the proper care and maintenance of the ferry vessels and support services. Fueling by truck and black water pump-out will be performed at the homeport facility as well.

Amenities

While HMS' vision of the ferry service is focused on excellent service, it will ensure that the amenities which are most important to commuters are available. These amenities will be on par with typical mass transit services, such as MTA. The amenities planned for the service are safe, clean, reliable and efficient ferry service provided by courteous transportation professionals.

Integrated Transportation Options

At this time HMS does not plan to utilize the vessels on any other transportation options. Our experience has shown us that these activities are high maintenance and detract from the reliability of the primary mission; safe and reliable transportation for our core customers.

Management Systems

HMS' success as a leading provider of ferry service around the country has been directly attributable to the highly effective management systems we utilize. This service will be no different. Whether a regulatory or contract requirement or not, HMS strongly believes in investing in applying these management systems to every project we engage.

Safety Management System

HMS is a pioneer in the domestic ferry industry when it comes to applying the ISM Code to our operations. We have consistently held Safety Management Certificates and Documents of Compliance on our international ferry operations since 1998 and were the first domestic ferry operator to receive a voluntary SMC and DOC in 2003. Since then we have continued to implement successful voluntary SMS programs on our domestic ferry operations.

HMS' Safety Management System is our umbrella management tool and encompasses a portfolio of other critical programs, including our Qualifications Training Program, Emergency Response and Contingency Plans, Risk Management and key metrics program.

Engineering Management System

At HMS, our Engineering Management System (EMS) goes well beyond just a preventive maintenance program. In addition to a PMS, HMS' mature EMS also includes overhaul and capital project planning and management, trend analysis, identification of critical spares, contingency planning and training.

These advanced programs greatly reduce the risk of mechanical failures and the costs and frequencies of repairs. In doing so, our reliability is greatly increased.

Route-Based Response- South Brooklyn - Governors Island Citywide Ferry Service RFP Sample Proforma

Coted Revenue 13.399 20,349 27.299 33,499 45,907 64,765 77,664 77,664 103,463 Coerating Hours 869 785 953 985 1,021 987 1,019 1,023 901 Layover Layover 116 105 184 110 121 116 116 127 182 182 182 184 110 121 116 116 127 182 182 182 182 184 198	Citywide Ferry Service RFP Sample Proforma Month: Revenue No: of Vessels - (3 operitions vessels, plus a shared spare) Tolal Projected Ridership Base Fare (82.75) Ferry Revenue 2 Advertisting Revenue inside boat
116 105 953 985 1,021 987 1,019 1,023 116 106 127 116 116 127 104 94 106 120 124 120 124 124 124 124 124 124 124 124 124 124	
(1983) 5,747 5,198 6,384 4,958 5,336 5,118 5,177 5,496 5,777 5,496 5,777 5,496 5,777 5,496 5,777 5,496 5,777 5,496 5,777 5,496 5,777 5,496 5,777 5,496 5,777 5,496 5,777 5,496 5,777 5,496 5,777 5,496 5,777 5,778 5,77	Operating Hours Revenue Hours Layover Dead Heading
5,747 5,198 6,384 4,958 5,336 5,118 5,177 5,496 5,747 5,198 6,384 4,958 5,336 5,118 5,177 5,496 70,686 523,905 567,179 563,086 573,697 564,534 572,259 575,148 580,000 500 100 100 100 100 100 100 100 100	Ferry Service Fuel Costs Fuel Costs Greew Wagses (includes burden) Management Overhead Repairs and Maintenance Repairs and Maintenance Insurance Expenses Massel Tost (Danschältnur Intenset)
700,666 523,905 567,179 563,066 573,697 564,534 572,259 575,148	Landing Fee Snow Removal for all landings Concessions Other Expenses Contingency
Ince (If necessary) Operations Fee (Revenue) Operations Fee (Revenue) 17 Payment to NYCEDC (Expense) 18 Fee & Participation Payment	Total Expenses
in a contraction of many	Net Income. Requested Assistance (if necessary) Perticipation Payment to NYCEDC (Expense) me After Operations Fee & Participation Payment